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The Hongkong Telegraph

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THE STRIKE.

WHAT CANTON IS THINKING.

CHANGED VIEWS?

Interesting statements are forth-
coming from a Canton correspon-
dent in regard to the attitude of
the Canton Government and vari-
ous organizations concerning the
settlement of the strike and by-
cott as between that port and
Hongkong. According to this ob-
server, a distinct change is to be
noticed of late in the conversation
of the merchant classes and other
responsible personages in Canton
on the subject, with the result that
attention is now turned rather
more to the question of the develop-
ment of Whampoa as a commercial
port than to the general problem
of the strike settlement. In this
connection it is stated that even
the comments of the vernacular
papers in Canton on the coming
visit of the Hongkong merchants
are to the effect that the object of
the visit is not so much to see what
is being done in Canton, as to take
note of the possibilities of Wham-
poa as a commercial port and to
see Hongkong merchants interested
in the scheme for the development
of that port.

STRIKE UNION'S ATTITUDE.

Since the organization of the
pickets has been changed and is
under the control of a committee,
with the infusion of Cadets into
the picket body, the perquisites
which formerly amounted to a large
sum have been reduced to a mini-
mum, and most of the pickets, see-
ing that the prospect of enriching
themselves are gone, are desirous
of an early settlement of the strike
and a return to work. But they
are prevented by the rigid regula-
tions of the Picket Corps from
making protests against the con-
tinuance of the strike, and in the
same way the strikers themselves
are being kept in silence. As to
the Strike Union its attitude may
be said to be in consonance with
that of the Government.

THE COMMERCIAL UNIONS.

It can be said with truth that
the merchants, no matter from
what section or locality, are the
ones most desirous of an early
solution.

STUDENTS' UNION.

The members of this Union are
not students in the ordinary
sense of the word. They are
mostly professors, instructors,
teachers and under-graduates of
the higher classes. As to the
student boys and girls parading
the streets, they are not members
of the Union but are instruments
of it. With regard to the settle-
ment of the strike, this Union has
been all along silent in the matter.
Its object is sentimental and not
materialistic. So long as discus-
sion of a settlement of the strike
is confined to the economic side
of the question, leaving the politi-
cal side untouched—that is to say,
leaving political questions to the
respective Governments to settle
—there will be no opposition from
this quarter. This Students'
Union draws a fine distinction on
the different issues of this ques-
tion. The members are consid-
ered the thinkers of the new school
of political thought. They are
taking a very active part in shap-
ing, guiding and developing a new
government, and new ideals in
the minds of the people. It must
be admitted that their task is a
very difficult one, but there is a
wide spread opinion that the mer-
chants should be in closer touch
with them and make their views
known in order to win the

COMMERCIAL CONTRACTS.

A CANTON PROPOSAL.

The City Chamber of Com-
merce (says the Canton Gazette)
sponsoring a proposal that steps
should be taken to have all com-
mercial transactions and con-
tracts between Chinese and for-
eign merchants set forth in
the Chinese language for legal
and official purposes.

Pointing out that Chinese mer-
chants have been placed hitherto
in a very unfavourable position
since the beginning of commercial
intercourse with foreigners owing
to different laws and business
practices, the proposal draws at-
tention to the particular disadvan-
tage suffered by Chinese contracts
with foreigners made in a foreign
language.

During the first stage of our
foreign trade (says the Gazette)
our merchants were obliged to
rely upon a translator to explain
the terms of a contract. Being
ignorant of the foreign language
and on account of the unsatis-
factory translation in Chinese,
our merchants have put their
chops to contracts rashly if not
blindly. Frequent disputes over
business transactions have arisen
in consequence of the different in-
terpretations of the stipulations
laid down in the contract written
in the foreign language. Under
such circumstances, our mer-
chants have been compelled to
suffer losses.

The City Chamber of Commerce
proposes that our Government
should notify, through their re-
spective consuls, all nations trad-
ing in our country that the Chinese
language is to be the recognized
version in any contract concluded
within our territory between
Chinese and foreign merchants.
The version in the foreign lan-
guage, even if attached to the
Chinese version, will not be con-
sidered as binding in the event of
a lawsuit. Only the Chinese text
shall prevail in case of disputes
in connection with a business
transaction.

U. S. BANDIT OUTRAGE.

HAUL OF NEARLY MILLION DOLLARS.

New York, Dec. 18.
A report from the town of
Dowse, Iowa, says that after mak-
ing prisoners of the town Marshal,
the telephone operators and rail-
waymen, and severing the wires
communicating with other towns,
half a dozen bandits made an in-
road to the village, wrecked the
safe of the Bank and carried off
cash and securities valued at
\$810,000.—*Reuter's American Service.*

U. S. BANKS SUSPEND.

A DENVER SENSATION.

Denver, Dec. 18.
Four comparatively small banks
and one trust company have sus-
pended business during the past
two days. This is attributed to
"frozen paper" representing livest-
ock loans. One man was Presi-
dent of two of the embarrassed
banks and his wife President of an-
other.—*Reuter's American Service.*

ITALY'S DEBT.

WASHINGTON ARRANGEMENT APPROVED.

Rome, Dec. 18.
The Chamber by 287 to 1 has
adopted a Bill embodying the
Washington agreement of Novem-
ber 14th for consolidation of
Italy's Debt to the United States.

AT BAY.

ULSTER "SPECIALS" IN REVOLT.

BARRACKS SEIZED.

London, Dec. 18.

Protesting against their disban-
ment as a result of the Irish Boun-
dary Agreement, men of a class of
Ulster Special Constabulary, in-
cluding a number of British ex-
officers, at three of the five special
Belfast barracks, have struck and
seized the barracks, refusing ac-
cess to all comers. They have
sent an ultimatum to the Premier,
Sir James Craig demanding a
£200 bonus for each, in default of
which they will refuse to surren-
der the arms and equipment in bar-
racks.

The Ulster Home Minister says
that the Government's final terms
are that the men will be given two
months' leave and full pay. If
they remain insubordinate they are
liable to immediate dismissal and
the forfeiture of those benefits.

The Ulster Cabinet has held a
special meeting and has authorised
the Inspector General to issue an
ultimatum notifying that any dis-
affected Specials not returning to
duty and not obeying their lawful
commands by December 19, will be
dismissed, forfeiting all claims to
pay and allowance as from Decem-
ber 19. The men, however, de-
clare that they will stand fast till
they are turned out.—*Reuter.*

MORE HOPEFUL OUTLOOK.

Later.
Though barbed wire entangle-
ments have been erected and the
guards doubled at one hostel,
namely, the Derry headquarters of
one of the disaffected platoon of
Ulster Specials, it is generally be-
lieved that the Londonderry men
will finally accept the Government's
terms, while the Belfast men seem
to be anxious for negotiating an
agreement with the Inspector Gen-
eral.—*Reuter.*

GOVERNMENT TERMS ACCEPTED.

London, Dec. 18.
After a three hours' secret con-
ference of specials from all dis-
affected platoons throughout Ul-
ster, it is understood that the men
agreed to accept the Government's
terms, but appointed a deputa-
tion to proceed to Belfast to interview
the Inspector General with a view
to including the Government to
grant three months' "pay and allow-
ances. Meanwhile the barricades
are being removed and the guards
on the stores and equipment are
being withdrawn. Men throughout
Ulster outside of Belfast are re-
porting to their officers to-night,
so that matters are now normal.—*Reuter.*

NEW AMBASSADOR.

U. S. CHOICE FOR SPAIN.

Washington, Dec. 18.
Mr. Ogden Hammond, the Presi-
dent of the Broadway Improve-
ment Company has been nomi-
nated as Ambassador to Spain.
—*Reuter's American Service.*

[Mr. Ogden Haggerty Ham-
mond, who was born at Louisville
in 1869, was educated at Yale
and began in the real estate busi-
ness in 1907. He was a member
of the New House of Representa-
tives in 1914 and 1917, has
been Chairman of the State Board
of Charities and Corrections of
New Jersey, member of the Re-
publican State Committee for New
Jersey, and was a delegate to the

CURIOUS ACCIDENT.

CABLE DRUM HITS MOTOR CAR.

An electric cable drum rolling
down Mount Kellett Road, was
the cause of an unusual accident
yesterday. The drum was going
rolled down the hill when it got
out of the control of the cable and
sped towards Stubbs Road. Pro-
gress at Stubbs Road was
stopped by Dr. Black's car which
was crashed into, sustaining dam-
age to both front and rear mud-
guards. No-one was injured.
The cable, in a report to the
police, blamed the wind as being
the cause of his losing hold of
the drum.

ANOTHER MISHAP.

A motor car which was driven
by a learner under the supervi-
sion of its proper driver, was in-
volved in an accident yesterday.
Near the sanitary offices, in
Queen's Road East, it ran down
a pedestrian, and the learner
bolted from the scene of the ac-
cident. The injured man was
taken to the Government Civil
Hospital.

KIDNAPPED STUDENT.

SHOT BY BANDITS.

One of the Pui Ying School
students kidnapped by bandits
and held in captivity was shot by
the latter last week, it is reported.
The body of the victim, whose
name was Chan Chung-yin, was
thrown into the river and was
subsequently picked up by the
water police as the corpse was
discovered floating down the
river near Fatshan. A notice
was found on the corpse stating
that if the other captive students
were not ransomed at an early
date, they would also be shot.
The matter has been reported to
the Bureau of Public Safety at
Canton and the Pui Ying School
authorities.

RUSSIA'S AIMS.

PEACE IN THE EAST.

Moscow, Dec. 18.
The Tass Agency says it is au-
thorised to deny the reports in
the English press according to
which the Soviet is making mili-
tary preparations on the Man-
churian borders. It adds that
Russia, although sympathetic
to China's aims, is resolved
to maintain peace, and is par-
ticularly interested in pacific re-
lations with her neighbours in the
Far East, chiefly Japan. The
Isvestia publishes an editorial on
the subject, concluding with the
hope that Japan will not place
any faith in false reports.—*Indo-
pacific.*

CITY OF LONDON.

FREEDOM FOR SIR AUSTEN CHAMBERLAIN.

London, Dec. 18.
Sir Austen Chamberlain has
had conferred on him the Freedom
of the City of London in
recognition of his work at
Locarno.—*Indopacific.*

IRAQ'S FUTURE.

MR. BALDWIN'S VIEW.

London, Dec. 18.
In the House of Commons, Mr.
Baldwin declared that he believed
the period of the British mandate
of Iraq would be less than 25
years, as the British hoped to be
able to give Iraq an acceptable
Government.—*Indopacific.*

AMERICAN TAXES.

Washington, Dec. 18.
The House of Representatives
has passed a Bill reducing the
tax on the profits of the oil in-
dustry.

SWATOW NEWS.

IRREGULARITIES BY THE PICKETS.

TROOPS PARADE.

A report from Swatow states that
Chow Yan-loi, the Administrator
of Civil Affairs, previously report-
ed as arrested by order of the
Canton Government, has left for
Canton by a Russian Soviet Volun-
teer steamer, and that Chang Wo
and Yu Ying-yeung, lately liberat-
ed, have also sailed for Canton.
Fan Kee-moo, the newly appointed
Mayor of Swatow, arrived at
Swatow by a Japanese steamer and
will take over mayoralty in a day
or two.

It is also reported that
Chang Kai-shek witnessed grand
manoeuvres, by the 1st Division of
the 1st Army Corps at a place near
the Foo Yung railway station.
The troops included infantry,
cavalry, artillery and engineers.
It is said that General Chang was
highly satisfied with the rapid
execution of all the movements
and complimented the officers and
men on their fine performance. It
is reported that two Regiments will
now be sent back to Canton, leaving
one regiment to garrison Swatow
under General Ho Ying-yun.

PICKETS ARRESTED.

It is reported that in consequence
of serious complaints of the
irregularities of the pickets at
Swatow, an order was sent to the
Police Department to raid the
quarters of the pickets and to
arrest all the inmates. This was
carried out with the result that ten
of the pickets were arrested.
Furthermore, it is said that one
hundred and twenty pickets have
been sent from Canton to Swatow
for the purpose of putting into
operation system recently in-
augurated in Canton.

IN THE SOUTH-WEST.

In connection with the previous
report that the city of Luichow
is being gradually invested, a
report now comes to hand stating
that the defenders have sent a
special representative to Li Chai-
sum, who has arrived at Fa Chow
on his tour of inspection, offering
terms of conditional surrender.
It is stated that the terms were re-
fused and that nothing less than an
unconditional surrender will be
accepted. The general belief is
that the white flag will be soon
hoisted on the city walls.

In the course of an interview,
General Chu Pui-teh, on his return
to Canton, said there are three
matters which the Government
must take in hand at once in the
south-west sector,—the dismissal
of all corrupt officials in both the
civil and military services, the
suppression of banditry, and the
construction of highways and roads.
The ravages of war, coupled with
privation and destitution of the
poor country people caused by
raids on the villages by the bandits,
and by seeking and looting of their
homes by the defeated soldiers
of the enemy, are matters which
demand attention, and the Govern-
ment must immediately endeavour
to relieve the sufferings of these
unfortunate people.

ITALY'S QUEEN MOTHER.

ROYAL PATIENTS' CONDITION.

Rome, Dec. 18.
The Queen Mother spent a quiet
night. The local symptoms are
unchanged, and the patients' con-
dition is stable.

Bulls and Inners

From the Office Butts.

On Tuesday last an Aberdonian
was observed to tip a Hongkong
Hotel boy. Next morning he
went into hospital with dengue.
MacWhirter intimates that,
having recovered from the effects
of the last wedding reception,
he is open for future engage-
ments.
So far this hunting season,
Reuter hasn't told us about the
Heir to the Throne being thrown
in the air.
Christmas makes turkeys mad.
Lots of them even lose their
heads over it.
Kowloon pedestrians are feel-
ing a bit more chirpy now that
the hospital is about to be
opened.
"Buffaloes Dance" reads a
newspaper headline. It should
be distinctly understood that this
does not refer to the water
species.
The mystery of the moment is
the identity of the party that is
going to laugh last.
If this deadlock continues, the
public will begin to think in
terms of padlocks.
What China needs most is
pocketless uniforms for her
soldiers.
There is a limit to kindness.
The other day a Kowloon lady
gave her neighbour's child a
trumpet as a birthday present.
We all have our ups and
downs, as the Volunteer said last
Sunday when chasing across the
paddy fields.
We are authorised to contradict
the rumour that, in view of the
stigma attached to red, Mr. Green
is endeavouring to culti-
vate a white poinsettia.
An ideal Christmas gift—
Death certificate of the shroff
who always calls on Monday
morning.
This week we have received
several bulls. Some we have
seen before; some we have not
seen yet.
Ford claims to put a car to-
gether in seven minutes. It must
have been the one seen in Nathan
Road this week.
Among the many objections to
Christmas presents, the greatest
is that they are contagious.
The only food lasting really
well in this climate is Roquefort
cheese.
Note of Warning.—Members of
the Scottish Company, while on
field duty, are reminded that the
ant is no sluggard.
On payment of a penny, the
correct time can be learned from
telephone exchanges in England.
The system would work here if
we could be sure of getting an
answer the same day.
"Garlic Aids Long Life," says
an advertisement. Our office
coolie at present looks like living
for ever.
A chess tournament is often
indistinguishable from a wax
works.
Some Hongkong people have
the courage of their convictions.
Others are satisfied with peace
and quietude.
While you were reading this,
the Colony lost at least \$7.32.
Whenever the parsons start to
tell us about the standards of our
Furitan fathers somehow or other
we think of witches.
Judging from the look of some
people whom supposed to be sick,
shouldn't it be called Malingering
Malaria?
The Peak tiger has been seen
again.
MacWhirter feels he could fix
this Canton business provided he
could get advance information as
to the manner in which it will be
ultimately settled.
Have you seen Captain Blood?
Yes, and we saw a broker shiver
last Thursday.
Sympathy is entirely wasted on
husbands at this time of year.
Spanish combs as Christmas
presents have slumped severely.
Couldn't the University think
out a scheme for awarding travel-
ling scholarships to local saxo-
phone players?
Isn't it about time some-one
got out a report on the deleterious
effects of pedestrians on bumpers
and radiators?
"Courtship by Mail Leads to
Marriage," says newspaper head-
line. But we imagine the female
also had something to do with it.
These motor mishaps remind us
that there is no arrest for a wary
talker of Christmas, stout
ladies always have more in their
stockings than they care for.
Judging by the number of bad
debts, many men are a credit to
their town.
Women are not extravagant.
They cut their clothes down to
the bare necessities.
The Telephone Company's pro-
spectus found its way on to the
sports page of a local contem-
porary. Possibly the connection
relates to the endurance tests
which users of the system are
frequently called upon to carry
out.
If this grape-filling trick of the
French bootleggers ever becomes
popular in America, we tremble to
think of a man's condition after
buying a marrow.
There are plenty of people only
too willing to cook Hongkong's
goose this Christmas.
The franc has now reached a
very low mark.
A contemporary speaks of
"Koumichun's troops." Led by
General Anfu, possibly.
Talking about H. C. L., a living
wage is always what we think
the other fellow should live on.
Wild life isn't disappearing
after all. It is just effecting a
merger with domestic life.
The latest wheeze is that poison
gas will cure cancer. So will
decapitation.
Wolves are on the increase in
Russia. We thought the Bolsheviks
had abolished competition.
You've got it coming to you
both ways. If you wear a hat
you get bald, then you've got to
wear one to hide it.
Local club members should
note with alarm that there have
been 511 deaths from alcoholic
poisoning in New York City this
year.
Things could be much worse.
Just think if every car were a
motor-cycle.

Dairy Farm News

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BORDER SHOOTING INCIDENT.

EVIDENCE OF VILLAGERS DISAGREES.

Probable Conclusion of Inquiry Next Week.

The inquiry into the recent border shooting incident was continued by Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon. It may be recalled that the inquiry was opened on Tuesday, when Sub-Inspector D. W. Barnett gave evidence, detailing the shooting and the incidents which led up to it.

The special jury consisted of Messrs. T. H. G. Brayfield (foreman), George Grimble and J. P. Braga.

When the inquiry opened yesterday Mr. Gerrard, Assistant Superintendent of Police, said there were three villagers who could be called to give evidence, but they all had the same story. The Coroner intimated that he would hear two of the men and then decide if it was necessary to call the third.

A Farmers' Union.

Cheung Mi, a farmer of San Uk Lang, said he saw the Inspector cycling along the road on December 1. Witness was in his house at the time and before the Inspector arrived three women passed along the road. They were crying and they said they had been robbed. They told witness the robbery had occurred on the highway, and had been perpetrated by three men.

Later witness saw three men crossing the fields towards the hill. In consequence of what the women told him he thought the three men were the robbers. He blew a whistle to attract the Inspector's attention, and Inspector Barnett returned along the Ta Ku Ling road.

Witness made a report to him. Two other villagers were also there at that time. Witness followed the Inspector up the hill, in the same direction the three men had taken. Witness saw one man some distance away from the brick kilns. He could not see whether the man had anything in his hand, as he was some distance away.

Only One Armed Robber.

At that time he had heard no shots fired, but later he heard a shot, but did not know from where it came. He saw the other two men go up to the top of the hill, but they turned back when they saw Shantung men on the other side of the border. He saw the Inspector fire at the two men, and say them both drop.

In reply to a question by Mr. Gerrard, witness said the women told him that one of the robbers was armed, but the other two were unarmed.

Cheung Yuh, another farmer, said he saw three men when he suspected of being robbers. He also saw the Inspector, who got off his cycle near the ferry, and take the path to the West of the hills. Witness saw the three suspects emerge from a gap in the ridge and make as if to come down the side path to the brick kilns.

When they had nearly reached the kilns witness called to the Inspector, and he fired one shot. Witness was not far away at the time. None of the three men fired, but they ran up the hillside to the gap. Inspector Barnett ran up after them and witness followed some distance behind. The Inspector then fired two shots, and both men fell. The third man ran away.

Discrepancies in Evidence.

Witness contradicted himself several times and after his answer to one question, the Coroner remarked, "I don't believe you saw a single thing. I think you are inventing this out of your own brain, such as it is."

After this evidence the Coroner intimated that owing to the discrepancies in the statements of the two witnesses he would call the third villager.

Cheung Hung, the third farmer, said he and Yuh followed the Inspector at a run along the path to the brick kilns. They were about 20 yards behind him. When he three men saw the Inspector they turned back. He fired one shot, and then went up the hillside. Witness did not run away but followed.

At the top of the ridge he saw the Inspector fire at the two men. The third one bolted down the hill and got away. In reply to further questions witness said he did not tell the police he ran back. He merely took cover.

A Number of Shots.

Chi Ming Ki, a Weihaiwei police sergeant, said he went with two other policemen to San Uk Ling after receiving instructions

from Inspector Barnett. When he got there the villagers made a report to him, and witness and the other two policemen went in the direction where the robbers were supposed to be.

When he was about half way down to the ferry witness heard "shot fired on the hillside. He shot up the hill and saw two men running. Witness had already started up the hillside by the pathway in company with another policeman.

He sent the third officer along the main road running round the hill past Mam Kan To. Witness was half way up to the gap in the hills when he heard a shot and saw the two men. Witness fired one shot from his rifle at them.

The two men then ran to the other side of the ridge and disappeared. He and the other officer went up to the top of the ridge, and on the way heard first four or five shots and then five or six more, but he could not see anything.

Inquiry Again Adjourned.

When he reached the top he saw two men lying on the ground. They had been shot. Witness did not know who fired all the shots he heard while going to the

top. The Inspector was there, and witness helped to search the ground in the vicinity. While at the top witness saw a man running away.

He was about 400 yards away at the time, and passed the brick kilns and made for the border. Witness fired one shot in his direction without effect.

After this evidence the Coroner intimated that the inquiry would run over to another day. There were two other witnesses and his summing up and direction of the jury on the law would take some time.

The inquiry was adjourned until next Tuesday at 2.15 p.m.

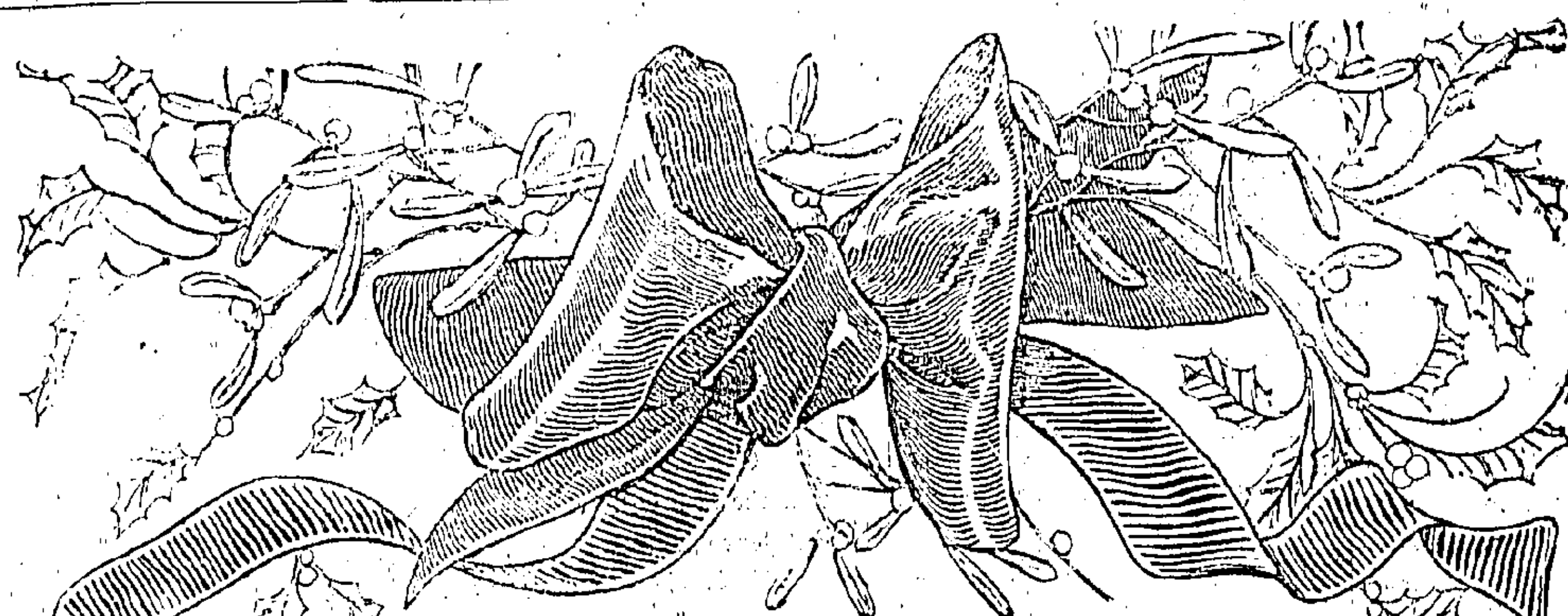
Two distinguished people, offering bail for certain of the accused in the Communist case, showed a comical inability to give direct answers to the usual question concerning their means. Mr. Bernard Shaw, asked if he was worth £100, replied, "Well, I have that much money." The magistrate said sharply, "I take it that you are worth £100." To this Mr. Shaw said "Yes." In reply to the same question, Lady Warwick said, "I think so," and afterwards added, "Yes, I am sure."

THE FRENCH CRISIS.

France, Dec. 18.

A plan whereby the leaders of industry will come to the rescue of the solution of the financial crisis has been submitted to M. Doumergue by the Nord industrialists. It is suggested that all French industrialists float a ten milliard loan, both at home and abroad, secured on a tenth of the business turnover of French industry. M. Doumergue was touched by the offer, and the plan is already in the early stages of discussion with Ministerial quarters. —Reuter.

A girl of three who awoke during the night and screamed out "Tommy is in the water" revealed a tragedy at Leigh (Lancs). The little girl's companion, a boy of four named Thomas Loughlin, had been reported missing. As a result of the girl's cry the Bridge-water Canal at Leigh was searched, and there the boy's body was found. Apparently the girl had seen the boy fall into water. Loughlin had been sent to visit some relatives, but had wandered over the canal bridge with the little girl.



SHOES—An Ever Appreciated Gift.

WHY not give Shoes for Xmas Presents? Would not such a gift give particular pleasure if found among the presents you receive for Christmas?

With equal certainty therefore, the same pleasure may be assured to another by sending an identical gift.

Footwear as a Christmas remembrance is an honoured custom, that seems to "fit" the occasion as perhaps nothing else does. And one's reputation for discrimination in gift making is confirmed by the name appearing on the parcel.

USEFUL AND PRACTICAL GIFTS

will be found in our Electric Plate Department.

Suggestions

Jam Dishes, Biscuit Jars,
Photo Frames
Cake Stands
Fruit Dishes
Entree Dishes, Etc.

All the best Sheffield Plate.

HOSIERY FOR GIFTS

The problem of selecting appropriate Yuletide Gifts is easily solved at Powell's, where hosts of suggestions are being displayed.

A gift of SILK HOSIERY is a Gift that is sure to please.

Give Her Van Raalte

Wm. POWELL, Ltd.



Loss of weight

often leads to extreme weakness, even consumption. SCOTT'S Emulsion builds the body, enriches the blood, aids digestion and leads to increased weight and better health. Ask for

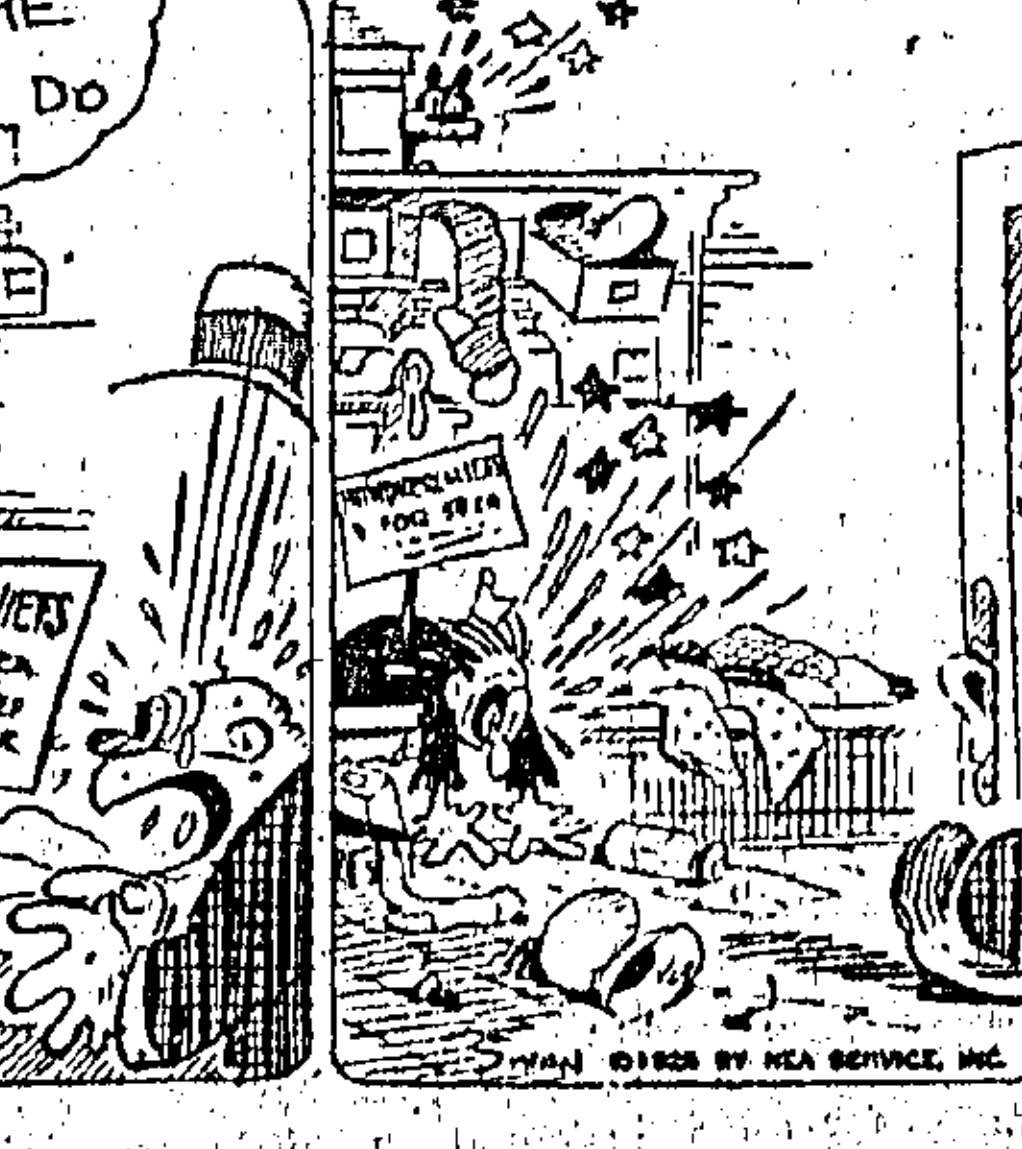


SCOTT'S Emulsion
The protector of life

SALESMAN SAM.

And They Call 'Em Salesmen

by Swan.





Portrait of Dr. Wilhelm Wagner, German Consul in Hong-kong, who has recently arrived.



Group photograph taken at the wedding of Mr. Charles Strange and Miss Florence M. Harris, which was celebrated this week at St. John's Cathedral. (Photo: Ming Yuen).



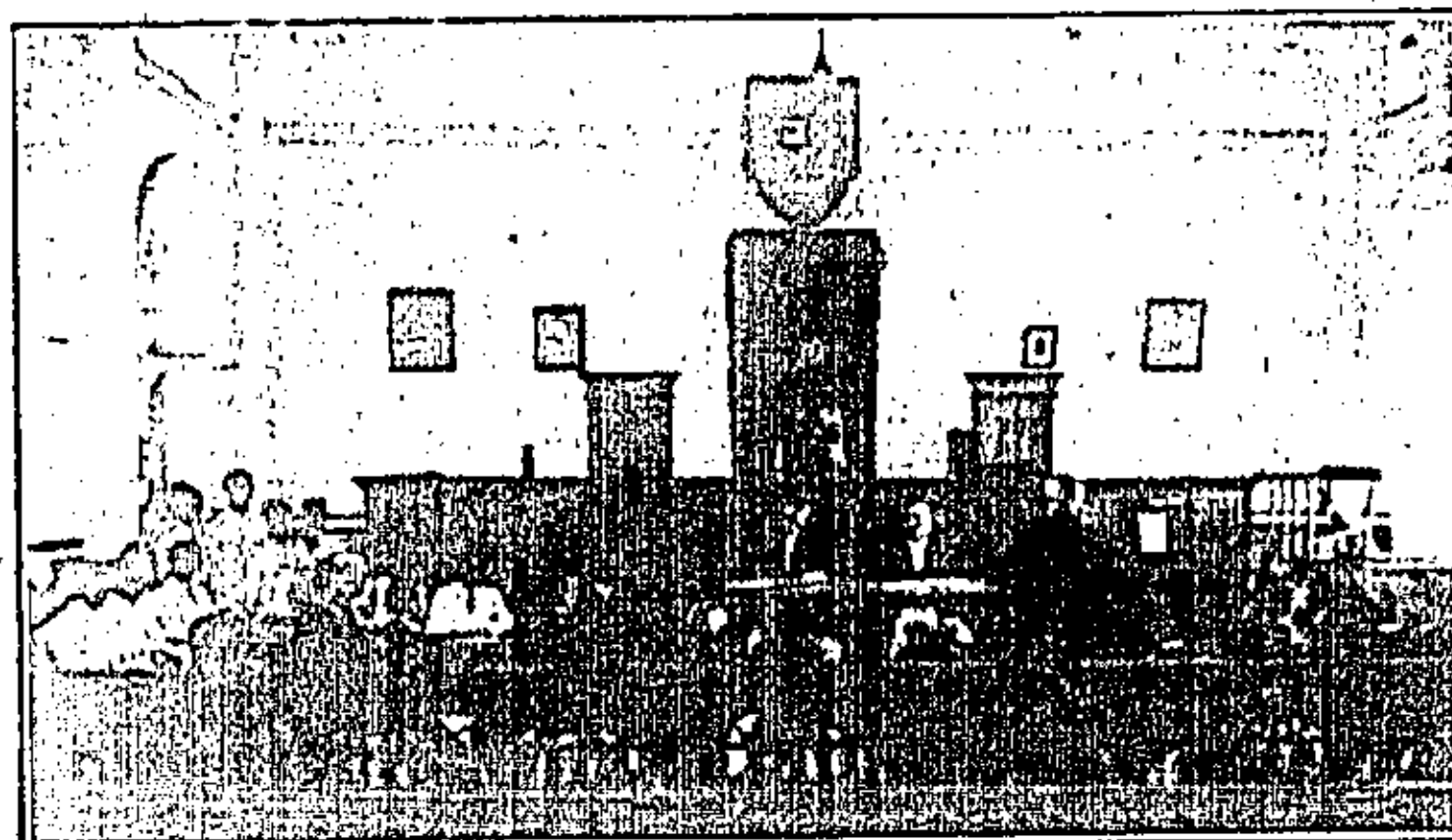
Mrs. A. M. Bowes-Smith as "Phyllis" and Mr. J. C. Lyal as "Strephon" in the Philharmonic Society's presentation of "Idanthe." (Photo: Ming Yuen).



Altogether there were thirteen attendants accompanying the bride at the recent marriage at Brompton Oratory of Miss Helen Buchanan and Mr. Adolph Lesser, a South American millionaire.



This group was taken after the wedding of Mr. F. W. Foster Turner and Miss Rosina L. Radley, which took place at the Cathedral on Monday. (Photo: Ming Yuen).



The above picture was taken in the Court House at Kuala Lumpur, when Mr. Justice Gompertz, the new Chief Justice of the F. M. S., was being formally welcomed on taking his seat for the first time.



This group of the staff of the Chinese Y. W. C. A. in Hong-kong was taken recently on the visit of Miss Tong Siu-cho, National Organising Secretary for China. Miss Tong is seated in the middle of the back row. (Photo: Moe Cheung).



The double wedding which took place on Saturday at the Wesleyan Church, Wanchoi, the parties being the Rev. Capt. W. Hudspeth and Miss Florence M. Ankers, and the Rev. Fred Cottrell and Miss Marjorie Ford. (Photo: Ming Yuen).

PLEASING GIFTS for MEN



AT PRICES THAT WILL SATISFY YOUR DESIRE FOR ECONOMY.

FANCY SILK & SILK KNIT TIES
\$2.50 \$3.00 \$3.50 \$4.50

FANCY CREPE HANDKERCHIEFS
\$1.75 \$2.50 \$3.00 \$4.50

SILK OR CASHMERE SOCKS
newest designs \$2.00 \$3.00 \$4.00

Fancy Gift boxes free with all purchases

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building Des Voeux Rd.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver
Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts Heath Sextants, Night Glasses etc.,
Kelyin Navigational Instruments Stanley Drawing Instruments
Ross London Telescopes & Binoculars Vett's Theodolites, Levels etc.,

We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established 1855.

After Shopping

Either as a *rendezvous*, or a restful retreat after a
busy day's shopping, Wiseman's new lounge has
that personal appeal that makes all the difference.

Morning or Afternoon Teas daintily prepared
and served.

Fragrant Coffee a Speciality.

Cafe Wiseman

One of the most treasured possessions of friends far away is
a photo of their dear ones overseas. The Ming Yuen Studio
is fitted with the most modern photographic equipment and
will be pleased to show you specimens of their work.

THE MING YUEN STUDIO
(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

THE STORE FOR XMAS GIFTS.

GIFTS for MEN.

Silk Mufflers
\$12.50 to \$20.50

Wool Mufflers
\$4.50 to \$6.50

Knitted Ties
\$1.25 to \$6.50

Handkerchief Ties
\$1.75 to \$3.75

GLOVES, PULLOVERS, HANDKERCHIEFS Etc.

One Price only The Lowest

NO DISCOUNTS

One Store will remain open on Saturday afternoon
next, the 19th inst.

WHITEAWAY, LAIDLAW & Co., Ltd.

NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID
\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.
GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU:

The following replies are awaiting collection:—
Nos. 1366, 1375, 1914, 1320, 1384, 1376 1386, 1342, 1392, 1397, 1409, 1418 1422 1424

TUITION.

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

BOARD RESIDENCE.

NATHAN HOUSE 48, Nathan Road, Kowloon (Corner Nathan Road, Near Ferry) Board and Residence Temporary or Permanent. Modern Conveniences \$5 Single \$8. Couples with Full Board.

WANTED.

WANTED—Furnished three or four roomed European Flat with modern conveniences. Kowloon. Apply Box No. 1427 c/o "Hongkong Telegraph."

WANTED—For immediate occupation, furnished house, bungalow or flat at the Peak, district or middle level. Write Box 1425 c/o The "Hongkong Telegraph."

BAZAAR.

THE BAZAAR, on behalf of The Sisters of the Precious Blood, will be held at the St. Patrick's Club, Garden Road on the 19th and 20th instants from 11 a.m. to 6 p.m.

J. S. SHAK,
Hon. Secretary.

PREMISES TO LET

TO LET—European Flat, At No. 341 Nathan Road Kowloon with all Modern Conveniences. Apply to Messrs. Karamally & Co., No. 3 and 5 D'Aguilar St. H.K.

TO LET—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

THE CHINA LIGHT & POWER COMPANY (1918) LIMITED.

The SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Monday, the 21st December, 1925, at 11.30 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1925, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Thursday, the 10th December, 1925, until Monday, the 21st December, 1925, both days inclusive.

SHAWAN, TOMES & CO.,
General Managers.

MISCELLANEOUS.

"House, Flats, Building-Lots, Estates negotiated for rent, auction, or private sale. Management arranged for clients proceeding abroad. Telephone C4630 Small Investors, 16, Des Voeux Road."

FOR SALE.

HARLEY-DAVIDSON Combination, good running order and condition. \$350.00 or nearest offer. Can be seen by appointment with Box No. 1426 c/o "Hongkong Telegraph."

LOST.

LOST—(Relieved Stolen or Killed) Fawn Chow Dog in Happy Valley District on or about 15th instant, had Collar Marked "Kirk P. W. D." and Licence Tab No. 1610 25 attached. Will any one who may have information please ring up Telephone Central, 1079 or Apply 13, Ventris Road.

LOST—On Hongkong-Kowloon Ferry (about 5 p.m. on the 15th inst.) Waterman's fountain pen. Finder kindly return to "Hongkong Telegraph" Office.

NOTICE.

Mrs. Diana Watts is arriving in Hongkong on Monday next by the "President Van Buren" and will lecture at the Theatre Royal that same evening, December 21st, at 9.15 on "The Principles of Greek Balance," and on Tuesday afternoon, the 22nd, at 5.15 on "The Science and Art of Perfect Movement." Mrs. Watts makes her lectures particularly interesting by illustrating them in her own person and ends the second lecture by giving an authentic Greek dance. All profits to go to the M. C. L. funds. Booking at Moutrie's.

WATER COLOUR

EXHIBITION

AT
Messrs KOMOR and KOMOR.
Open on the 16th instant for ten days only.

Pictures, by the most celebrated artists. Invitation invited.

KOMOR and KOMOR,
Alexandra Building.

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. F. M. Ford is no longer connected with this Company and ceased to sign as Secretary from 1st December, 1925.

KOWLOON TONG & NEW TERRITORIES DEVELOPMENT CO., LTD.
E. D. SHAK,
General Manager.

NOTICE.

THE HONGKONG & CANTON ICE MANUFACTURING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The FOURTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on TUESDAY, 29th December, 1925, at noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1925.

The Transfer Books of the Company will be closed from 14th to the 29th December, 1925, both days inclusive.

By Order of the Board of Directors.
J. D. THOMSON,
Acting Secretary.
Hongkong, 11th December, 1925.

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL.

December 23rd, 1925, at 9.15 p.m.
Third Tournament of the Season.

MAIN EVENT.

C. P. O. Cartledge.

Stoker Morris.

Fifteen 2 minute rounds.
Catchweight Contest, and about five other contests.

BOOKING at Moutrie's for Members only on the 19th and 21st December. General Public on the 22nd and 23rd December. Prices \$7.00, \$3.00 and \$1.00.

NOTE—Members of the Hongkong Boxing Association are entitled to one Ringside seat each for \$5.00 on production of their Membership cards. Members are requested to sign their names when taking tickets at the reduced rate.

Hongkong, Dec. 15, 1925.

ST. ANDREW'S YOUNG MEN'S CLUB.

ANNUAL KOWLOON MARATHON RACE.

on

MONDAY,

March 1st, at 4.30 p.m.

Distance about 6 1/2 miles.

Open to All Europeans in the Colony.

Three Silver Prize Cups.

Entries to be sent to the Secretary before February 20th.

FRANK N. W. DOODHA,

227, Nathan Road, Kowloon.

Hongkong, Dec. 15, 1925.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 21st December, 1925, commencing at 5.15 p.m., at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

(Particulars as per Catalogue.) On view from Saturday, the 19th December, 1925.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, December 14, 1925.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 21st December, 1925, commencing at 10.30 a.m. at H. M. Naval Yard, Hongkong.

A Large Quantity of Old Cordage, Fire Wood and Old Packing Cases etc., etc.

Particulars and Terms of Sale as per Catalogue.

LAMMERT BROS.,

Auctioneers.

Hongkong, December 17, 1925.

RUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.

IMPORTERS, EXPORTERS & GENERAL BROKERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, the 22nd December, 1925, commencing at 5.15 p.m., at their Sales Room, Duddell Street.

A Large and Fine Assortment of Xmas Toys.

Comprising:—Dressed Dolls, Tea Sets, Furniture Sets, Sico Dolls, Toy Guns, Footballs, Rocking Horse, Men-of-War, Crackers, Matches, Sparklers, Fireworks, Mechanical Toys, Xmas Trees, Blue Lights, Cooking Sets, Santa Claus Stockings, etc., etc.

On view from Monday, the 21st December, 1925.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, December 16, 1925.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY,

the 23rd December, 1925, commencing at 11 a.m., at their Sales Room, Duddell Street.

A Fine Assortment of Valuable and Suitable Articles for

Xmas Presents, comprising:

Fine Belgian Cut Glass, Marble Statues, Silver Ware, E. P. Ware and Fancy Goods, etc., etc.

On view from Tuesday, the 22nd December, 1925.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, December 17, 1925.

LOST

Discomfort, dampness and a million leaks.

Genasco ROOFING

took them all away. You can lose your roof troubles, too. Let us show you how.

"STOCKS CARRIED"
SHEWAN, TOMES & CO.
IMPORT DEPARTMENT.
SOLE AGENTS.

PUBLIC AUCTION.

The Undersigned have received instructions from Messrs. Wing Yue Tseung to sell by Public Auction for account of Messrs. H. M. Yuen Cheung Kee on

Wednesday, the 23rd Dec. 1925 at 10.30 a.m.

at their Sales Room, Duddell Street

200 New Tins "Fong Tze" Oil

(The Goods are now stored in Messrs. Wing Yue Tseung's Godown, No. 402, Des Voeux Road West)

Terms:—As Customary

Messrs. LAMMERT BROTHERS

Auctioneers

NOTICE.

That the Insuring public approves of our methods and is satisfied with our results is demonstrated by the fact that the total amount of our assurance in force is now over 970 million gold dollars.

Sun Life Assurance Co., of Canada, King's Building,

CHINA AUCTION ROOMS.

PUBLIC AUCTION.

By Order of the Mortgagee.

Mr. E. V. M. R. de Sousa has received instructions to sell by public Auction

on MONDAY, December 21, 1925, at 3 o'clock in the afternoon, at the China Auction Rooms, 4 Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold Property situate at Victoria aforesaid and being The Remaining portion of Inland Lot No. 1556 and The Remaining Portion of Inland Lot No. 1557

In One Lot.

The property comprises the messuages shops or dwelling houses known as No. 244 and 246 Des Voeux Road Central and contains an area of 1682 Square Feet or thereabouts. Further particulars and conditions of sale may be obtained from the office of

Messrs. DEACONS,

1 Des Voeux Road Central

Vendor's Solicitors, or

Mr. E. V. M. R. de SOUSA,

The Auctioneer.

Hongkong, Dec. 14, 1925.

PUBLIC AUCTION.

By Order of the Mortgagee.

Mr. E. V. M. R. de Sousa has received instructions to sell by Public Auction

on TUESDAY,

December 22, 1925, at 3 o'clock in the afternoon, at the China Auction Rooms, No. 4 Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold Property

situate at Victoria aforesaid and being The Remaining Portion of Section E of Inland Lot No. 1273, Section D of Inland Lot No. 1278, Section B of Inland Lot No. 1273, Section C of Inland Lot No. 1278, and Section F of Inland Lot No. 1278

In One Lot.

The property comprises the messuages or dwelling houses thereon known as Nos. 5, 9, 11, 13, 15 and 17, Central Street, each of which covers an area of 845 Square Feet or thereabouts. Further particulars and conditions of sale may be obtained from the office of

Messrs. DEACONS,

1 Des Voeux Road Central,

Vendor's Solicitors, or

Mr. E. V. M. R. de SOUSA,

The Auctioneer.

Hongkong, Dec. 14, 1925.

PUBLIC AUCTION.

By Order of the Mortgagee.

Mr. E. V. M. R. de Sousa has received instructions to sell by Public Auction

on WEDNESDAY,

December 23, 1925, at 3 o'clock in the afternoon, at their Sales-room, Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold Property

situate at Victoria aforesaid and being Section A and The Remaining Portion of Inland Lot No. 137 and Section A, Section B and The Remaining Portion of Inland Lot No. 1303

In One Lot.

The Property comprises the messuages or dwelling houses thereon known as Nos. 20 and 22 D'Aguiar Street and Nos. 1, 2, 3, 4 and 5, Yan Shau Lane and contain a total area of 3716 Square Feet or thereabouts. Further particulars and conditions of sale may be obtained from the office of

Messrs. DEACONS,

1 Des Voeux Road Central

Vendor's Solicitors, or

Mr. E. V. M. R. de SOUSA,

The Auctioneer.

Hongkong, Dec. 14, 1925.

INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD, 20 min from Star Ferry by Kowloon City Bus.

Come and buy our hand-knitte Coats, Sweaters, Jumpers, Shawls, Scarves, Socks and all kinds of Children's Woolies.

Latest styles in "Fair Isle" and plain and fancy Jumpers.

Orders taken for knitting in wool or silk

K. BESWICK, Supt.

Telephone K. 101.

From 1840 to 1920 World's Gladdest

Christmas

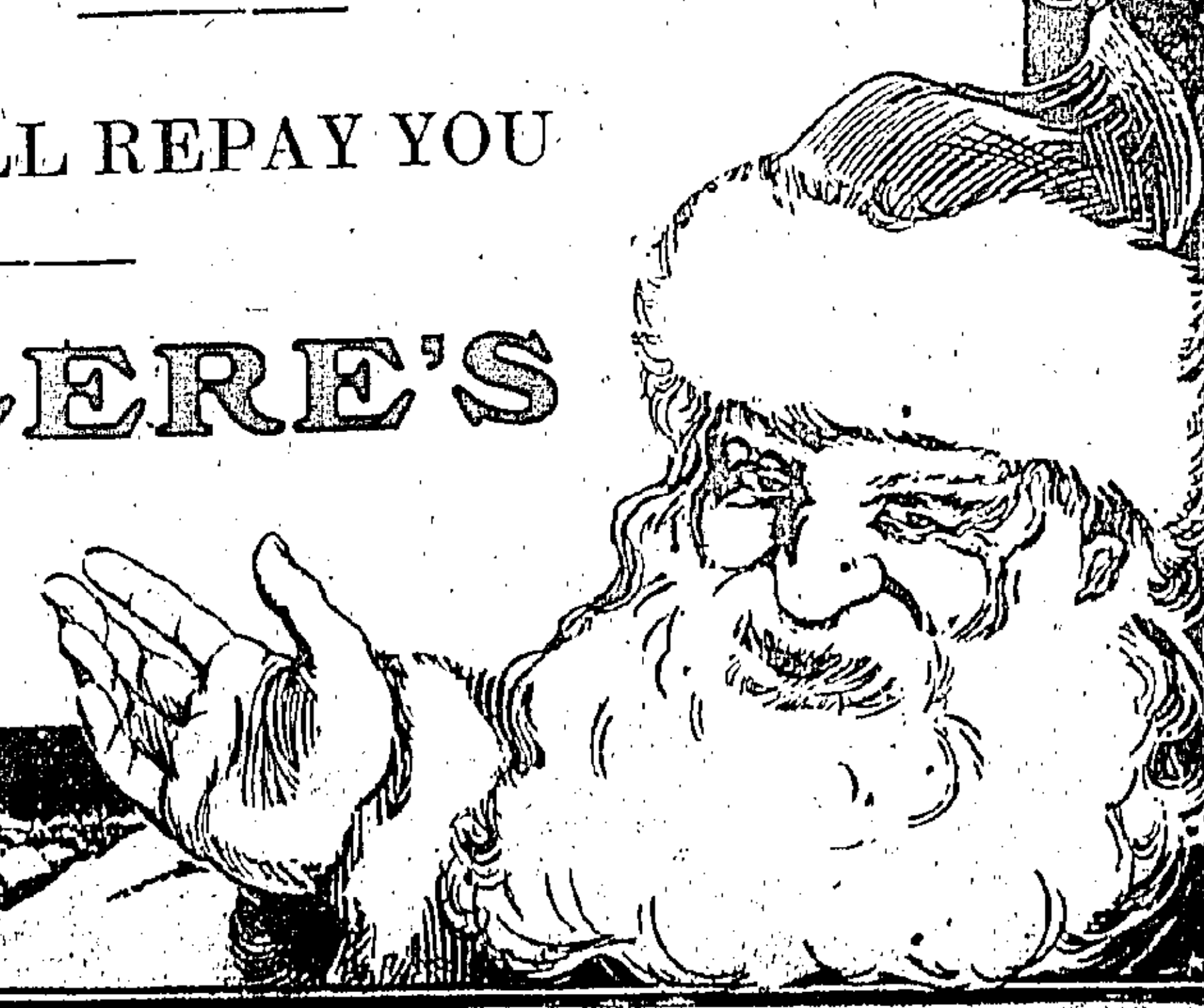
CHRISTMAS IS ESSENTIALLY A TIME FOR GLADNESS—THE TIME WHEN THE JOY OF GIVING GIFTS IS UNIVERSAL.

WHETHER FOR YOUNG OR OLD, OUR STORE CONTAINS AN EXCELLENT SELECTION OF GIFTS TO SUIT ALL TASTES.

TOYS, GAMES, BOOKS, SILVERWARE, JEWELLERY, PERFUMES, CRACKERS, CONFECTIONERY, CIGARETTES, CIGARS SMOKERS' NEEDS, WINES AND SPIRITS, HOUSEHOLD ARTICLES—ALL ARE THERE AT MODERATE PRICES.

A VISIT WILL REPAY YOU

SINCERE'S





Royalty Bonbons

ARE
DELICIOUS

(Obtainable Everywhere.)

WOMEN'S INTERESTS

Give Them

TO YOUR

FRIENDS

(1 lb. and ½ lb. Tins)



A very gay frock, in spite of its simple and sober beginning, of straight black tulle, ends in a froth of gold lace that finishes the skirt. A wonderfully long bow of metal ribbon and a large bouquet of magenta coloured roses with metal leaves all conspire to make the frock lively.

BREATHING FOR YOUTH.

With the exception of professional singers and elocutionists, who are taught to breathe correctly, hardly one woman in a thousand is a deep breather. And deep breathing is essential to beauty and youth as well as to health. The shallow breather never obtains enough oxygen to give her a clear complexion or bright eyes.

The first step towards deep breathing is to acquire the habit of walking correctly. When walking, or sitting—for to sit correctly is as important as to walk correctly—the head should be erect, the chest expanded, and the shoulders thrown back and drawn downwards. This enables the lungs to be filled and emptied without any effort.

If you are a shallow breather and wish to improve your health and your looks, practise the following exercise every day for several minutes. It will brighten your eyes, clear your complexion, and give you a graceful carriage besides warding off that "middle aged" spread which is so much dreaded by the woman who wishes to preserve her good looks.

Stand with the back against a door or wall in a room which is thoroughly well ventilated, with the back of the head, shoulders, elbows and heels touching the wall or door. Then inhale, very slowly, through the nostrils a deep breath. Hold it for a second or longer if possible; then very slowly exhale.



Here are three dazzling creations from a French couturier. The evening wrap is made of violet chiffon velvet banded with mauve brocaded silver lame, edged with pearls arranged in striking pattern. It is collared with Mongolie fur that blends with the mauve trimming and is lined with silver lame.

The shimmering white evening gown in the centre fits the figure closely and has a circular front edged with a deep valance of silver lace and brown fur. The trimming around the arms and down the novel opening in the back is silver bugles and pearls. It is worn over a slip of silver cloth.

On the right is seen an overdress of black chantilly lace embroidered in rhinestones and brilliants, arranged over a slip of black satin. The skirt features the godets that are this season's pride.

OUR FASHIONS.

Has it ever struck you that, in spite of the apparent utter inconsequence of fashion, there is really a good deal of logical sequence about it? It must be so, if you stop to think of it, for this is what gives the great designers their power to forecast the mode to a certain extent. For instance, skirts are fuller. Well, it obviously follows that they must be short, and stay short, since nothing could possibly be dowdier than a long, flaring skirt. Further, if skirts are short, hats are sure to be smallish, as a large hat worn with a very short skirt looks top-heavy and absurd.

It's rather amusing, by the way, that while the very low V back is the newest line for evening, a favourite design for day frocks is the neckline, with a very long V in front. The point of this ends at about the hip level, and it is filled in with a perfectly plain vest, generally of the same material as the frock, but left loose and unattached to the rest of the bodice. This is a very becoming line, and a great favourite at the moment. It usually happens with a gored or pleated skirt, and, of course, long sleeves. You don't see one solitary day frock without them now, even a few evening frocks were seen with long plain sleeves to the wrist, but these were, of course, exceptional. One of them was most unusual; it was of plain gold lame, in absolute uncompromising sports style—jumper top, separate skirt, high neckline, and a tiny fold of itself tied round the loose waist. But for the material you could have played a round of golf in it with perfect serenity. It was interesting, as showing the influence of "sports" dresses on all our clothes.



Mrs. Frederick C. Nano, wife of the secretary of the Rumanian legation at Washington, has returned to the United States after visiting her home. She is considered the most beautiful wife in the diplomatic corps.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 16

BY FLORENCE VIDOR.
MOTION PICTURE ACTRESS.

For my screen work, I have made a study of make-up, and have been amazed at the effects it is possible to get by using the right shade of powder and rouge.

Whereas I am a firm believer in natural beauty, I believe that the synthetic kind is equally important, since we all resort to it. And since we will use rouge and powder, we should do it well.

I consider a foundation cream necessary, but it should be carefully removed or it will clog the skin. If rouge is applied, I believe paste rouge is almost imperceptible.

Always apply the rouge where your own colour naturally comes. If you apply it high on the cheekbones and work it down instead of outward, it will apparently lengthen your face.

Over this dust your powder, which should also tone in with your skin. While powder is impossible, and so is deep pink. Cream, pale flesh, and the rachel shades are best.

If you have a large nose, be sure not to use a powder lighter than your skin unless you want to emphasize this feature. When rouging your lips, follow the shape of your mouth and do not try to create an entirely new line.

If your eyelashes and brows are very light, they can be improved by the judicious use of a dark eyebrow pencil. If they are deep set, never make them up at all, as make-up makes them look more so. If your eyes are very prominent, use the least little bit of rouge around them.

When you have finished, survey yourself carefully and erase all the traces of your handiwork. Unless you look like the natural you are not well made up.

NEW IDEAS IN CUT GLASS.

It is not always that fashion and beauty go hand in hand, but in the case of the present vogue for cut glass the two terms are practically interchangeable.

English cut glass has always been the most beautiful of its kind produced, and manufacturers of to-day are taking advantage of the present fashion to supply yet more varied and more lovely designs. It is possible to obtain every item of table requirements, and many of general household use.

The table so set has a beauty all its own, and moreover, glass is much easier to keep in order than silver. A new appointment of particular charm is the fruit salad set in cut glass, which comprises a large bowl for serving, and individual bowls set on glass plates for each guest. Glass servers are also made to match. Another charming novelty is the cut glass jug intended for water or soft drinks. Down the centre of the jug runs a glass shaft fitted at the top with a stopper. This is intended for ice and, of course, keeps the contents cold. Ice cream glasses and sundae glasses, grape fruit bowls, and glasses of every description may be chosen en suite.

But it is not in white, alone that this beautiful ware is made. Amber cut glass adds a note of sunny colour to the table it decorates, and may be made part of a charming colour scheme which includes table mats and floral decorations.

In this matter of coloured glass there are also delightful sets in opaque ware. For instance, a set comprising jug and handled tumblers is intended for fruit drinks, and is of deep orange glass with handles in black, or, alternatively, yellow with leaf-green handles. Then there are cocktail glasses, cups for iced coffee, and bowls for ice cream in a beautiful blue opaque glass, and water jug and tumblers of Bristol blue.

A novel and appropriate note is struck in the design of the latest cocktail glasses. They are rather wide, and raised on long slender stems, while on the glass itself is ground in a picture of a cock. Another pattern shows a

THIS WEEK'S RECIPE.

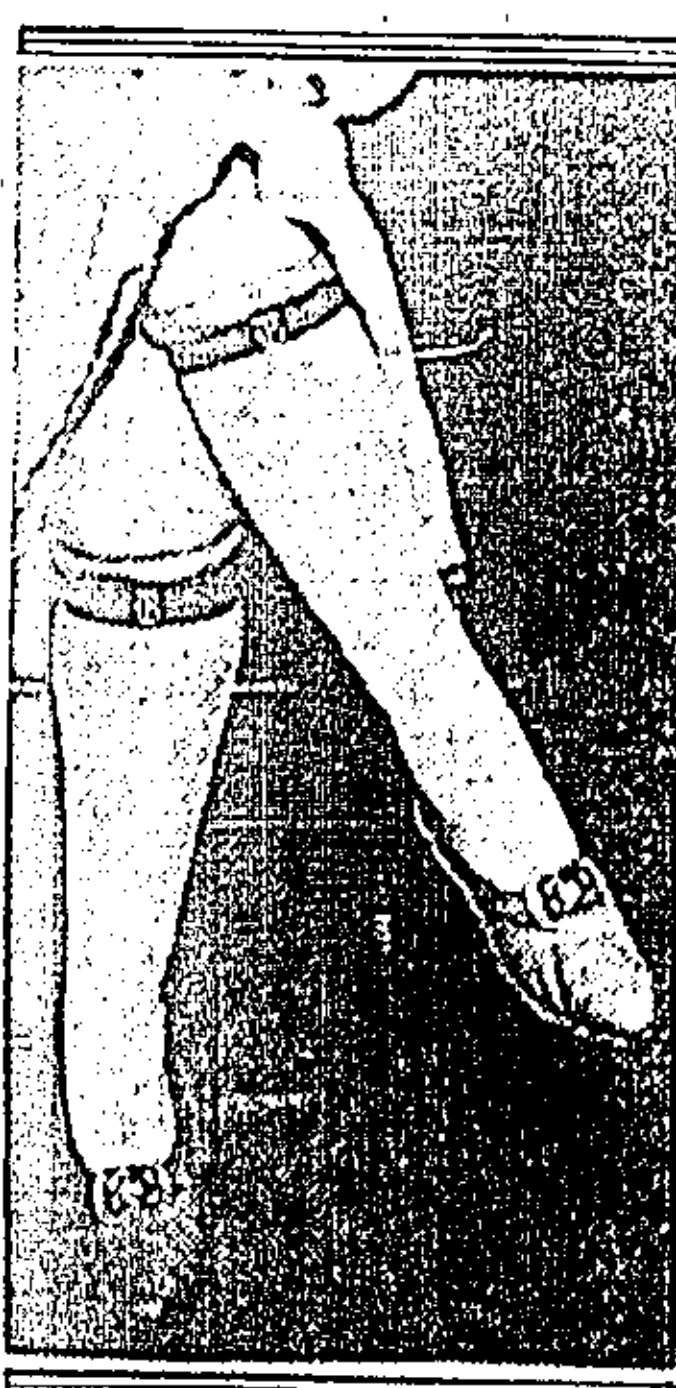
RICE AND DATE PUDDING

One cup boiled rice, 12 dates, 2 eggs, 1 cup sugar, 1 cup milk, 1 teaspoon salt, 1 teaspoon vanilla.

Remove stones from dates. Beat eggs until light. Beat in sugar, salt and milk. Add rice, dates and vanilla and stir until thoroughly mixed. Pour into a buttered pudding dish and bake 30 minutes in a moderate oven. Serve warm or cold with or without cream.

This is a simple nourishing pudding excellent for children or grown persons. If served very cold with whipped cream it makes an impromptu company dessert.

THE LATEST IDEA.



This is absolutely the latest word in garters. The idea is to put your husband's or sweetheart's initial in silver, on where the little buckle

PUMICE STONE FOR BEAUTY.

A piece of smooth toilet pumicestone should find a place in every sponge bowl. It is invaluable for removing grit from the hand after gardening, housework, &c. Smear the pumicestone with soap and rub the palms of the hands. It removes the grit and makes the skin soft and smooth. For rough elbows pumicestone, liberally smeared with cream, is the best treatment. Rub the "stone" round over the elbow till all the cream has been absorbed by the skin, then sponge with warm water and dry.

For callouses and any hardening of the soles of the feet, pumicestone smeared with olive oil is excellent. Well-smeared with soap and rubbed over the arms the pumicestone will remove a slight growth of hair.

After removing a corn, if a drop of castor oil is put on a piece of pumicestone and the place from which it has been removed rubbed, the corn will not form again.

TO-DAY'S BEAUTY NOTE.

If you do your own manicure, remember to file your nails first of all, for after soaking your finger-tips in warm, soapy water they will be too soft to file properly. After filing, soak them for five minutes, then remove the surplus cuticle which has grown up over the nail with the point of an orange stick. Press back the rest of the cuticle with the shaped ivory instrument, but never cut it—this always coarsens it. Now use the emery board to finish off any rough edge left by the file, then apply your polishing paste or powder and rub vigorously with the buffer. Do not attempt to polish all your nails together: they are not flat, and the buffer cannot touch their whole surface at once. It will repay you to give a few moments to each nail separately. As a rule well-cared-for nails do not need any bleaching, but if they have become stained underneath, wrap a tiny strand of cotton-wool round the sharp end of an orange-stick, dip it in peroxide of hydrogen, and draw it under the nail. This will at once remove any discolouration.

MEXICO'S DANCE QUEEN.



Queen of Mexico's dancers is Senorita Estella Montellano, by popular acclaim. And she is planning a tour of

Some hae meat that canna eat,
 And some would eat that want it;
 But we hae meat, and we can eat,
 Sae let the Lord be thankit.

BURNS.



This is the Festive Season.

HAVE YOU BOOKED YOUR CHRISTMAS TURKEY
 OR GOOSE YET?

We have a specially fine selection this year

ALL FARM FED

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WEIGHTS TO SUIT EVERYONE

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Game, Meat, Pork Pies, Ham and Bacon, Sausages, Sausage Meat, etc.

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JAPANESE STAGE.

NON UNLIKE O'UR OWN.

There appears to be three sorts of theatres in Japan, the classic drama of the No, on which there are several fascinating books in English; the Ningyo-shibal, or Doll-theatre, where marvellously manipulated and gorgeously dressed marionettes act their pretty stories to the life; and the Kabuki, or popular stage, upon which there has just been published a notable book by Zoe Kincaid (Macmillan). It appears further that the Japanese have developed a wonderful tradition of acting and play production, which is carried on from father to son by a sort of caste or guild of theatrical people. Their theatre is open from sunrise to sunset; on-thusiasmatic playgoers (like our own) often set out the night before, and put up at special inns to be in time: they kneel on cushions in their little boxes of the pit and the galleries, and have tea between the plays or the acts, and applaud their favourite actors, just as we do; their stage, unlike ours, is not set in a frame, but open; it revolves, so that the scenery of the second act may be got ready while the first is in progress, says a writer in the London Morning Post.

There are also actors, whose photographs suggest acting in the grand manner, whose faces, gestures, and postures are expressive of every motion, who study the significance of every movement, who are indeed true masters of their art, born and bred to the theatre. The first Danjuro and the first Tojuro appeared in the seventeenth century, and their descendants, the sixth or seventh Tojuro or Danjuro, appear to be going still. There is also a specialised class of actors who act women's parts, for, as in our Elizabethan stage, man monopolises the Japanese theatre. And lastly, and incidentally—there is the sakusha, the to-make-man or playwright, who is "a more drudge of the actors, a menial to carry out their commands." There are secondary sakusha to write the preliminary acts, for the early morning when it does not really matter so much, and a chief sakusha to write the chief act which gives the great actor his great role. The chief sakusha first comes to his "world-decision"—that is, he chooses, from the world at large the subject of his play, he submits it to the approval of actor and manager, settles a lucky day, is given five bundles of the best paper and five of a lesser quality, writing brushes, and five tablets of ink, writes his play, submits it, sends a copy to the police, and gets paid two or three hundred yen, and sometimes a royalty. Altogether, with some points of difference, the Japanese stage is very like our own, and what we chiefly learn from this delightful book is that human nature rules the theatre in the East as in the West.

The retirement of "Roy" caused almost as much interest a year or two ago as if he had been a Cabinet Minister. Now he has died of old age. "Roy" was the London Midland and Scottish Railway's collecting dog. During his seven years at Euston he collected more than £2,100 for the L.M.S. Benevolent Fund. He was a familiar figure to travellers to and from the North, and the King and Queen often asked for him when they were at Euston. "Roy" used to work on a definite system, starting at the end carriage of every train, and working forward to the engine. He barked a "Thank you" every time a coin rattled in his box.

CINEMA LAWS IN HOLLAND.

MUNICIPAL CENSORSHIP APPLIED.

After long discussions the Second Chamber has accepted the Cinema Bill, says a Hague correspondent.

Under this novel law great restrictions are placed on the increase of cinemas, and the nature of the films to be shown will be subject to very severe censorship. Every municipal council will be authorised to forbid the erection of new picture-houses, whilst they can reject any film as unsuitable, notwithstanding the fact that the State censor has approved it. They may also censor announcements on placards, bills, on hoardings, or the wording of advertisements.

In case of a second offence, the Councils will have the right to close the cinema in question for not longer than half a year. A third offence may close the cinema altogether. A special censorship will be organised for films for young people under eighteen.

DOCTORS BAFFLED.

GIRL WHO WASTED AWAY.

A mysterious case of a girl who, soon after her 16th birthday, started to waste away until, when 19 years of age, she weighed only 3st. 13lb., was the subject of an inquest on a Shepherd's Bush girl at Hammersmith.

The mother said the girl had been detained in several hospitals. Specialists were puzzled at her complaint. It was only with difficulty that she could be induced to take food, and she never wanted to go to sleep. An X-ray examination failed to show any signs of organic disease.

Dr. Bronte, pathologist, said his post-mortem examination showed that death was due to atrophy from inanition consequent on starvation through inability to assimilate food. He had only heard of one similar case, and most exhaustive microscopic examination failed to throw any light on the matter. A verdict of "Death from natural cause" was recorded.

SNAKEBITE.

SUCCESSFUL TREATMENT.

The story of a case of cobra bite, successfully treated with Fitzsimons' polyvalent antivenom serum is narrated by Dr. A. C. Bharadwaja, of Benares, in the current number of the Indian Medical Gazette. Sarupir, a female patient, aged 20 years, was bitten by a cobra in the web between the left index finger and thumb at 12 noon on August 5, 1925. The patient was discharged completely cured on August 7, 1925. The polyvalent serum was injected as late as six hours after the poison had totally permeated the system. Although in this case the snake had been caught and was known to be a cobra, it is claimed by the manufacturers that the serum being polyvalent is equally effective against any variety of snake venom. In view of the fact that over 20,000 people die of snake bite in India every year, this treatment, says Dr. Bharadwaja, should prove very useful if it gives such good results as in this case.

AFTERWARDS IN FLANDERS.

Out of their mingled earth tall trees are sprouting. Withered their laurels now, their names unguessed; Here, where they died to save us, nothing doubting. Sheltered from our forgetfulness they rest. Falls once again the twilight of November: Those gave their lives when life was at the May. Have I the right to whisper, "I remember?" I was not with them when they marched away. All that they never had was mine, full measure. Dying, they passed to me their heritage—Love, friendship, toil, achievement, learning, leisure. Voices of children, golden middle age. And, with it all, the knowledge never sleeping. Though none reproached, that I was not as they, That Life is won by losing, lost by keeping— I was not with them when they marched away. "An Unknown Civilian," in the Observer.

LADIES WILL BE WELL ADVISED to buy men's gifts at a shop where men's tastes are catered for and understood.

MACKINTOSH'S

Pleasing GIFTS for men.

Decked with all the Latest novelties in Gifts for Men; Mackintosh's shop presents a spectacle of surpassing interest to Xmas shoppers.

TWO SPECIAL OFFERS.

Silk Knitted Ties ... \$4.50 each
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WE ALLOW 10% DISCOUNT FOR CASH

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Woolies
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YOU NEED FIRE PROTECTION



You cannot say at FIRE will not save you in your house. But you can provide adequate and simple protection by installing the world's best Chemical Extinguisher. Delay may be fatal. Ask us to quote you immediately for the most suitable type for your particular need.

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FRECKLES AND HIS FRIENDS

An Insult!

By Blosser

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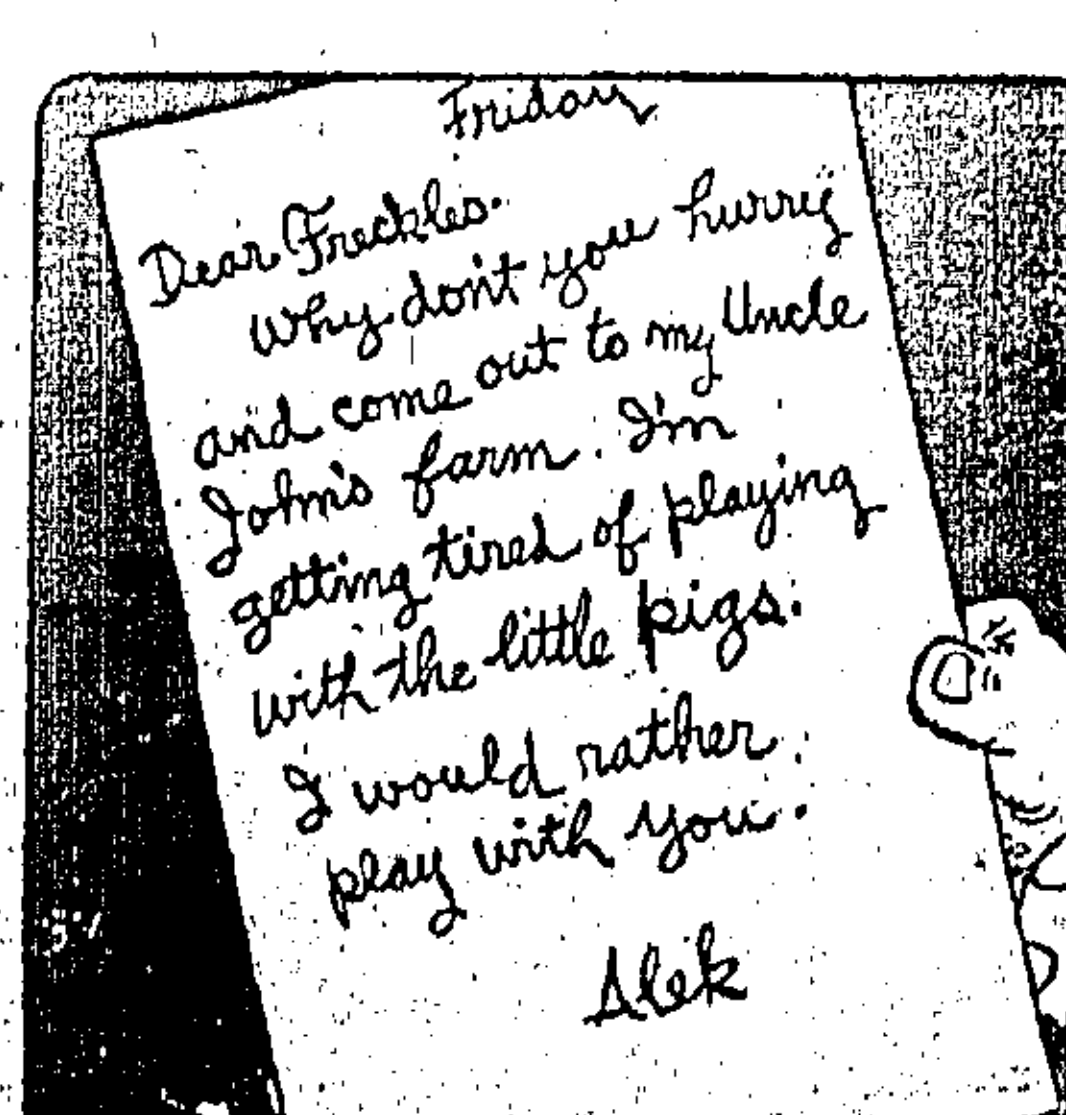
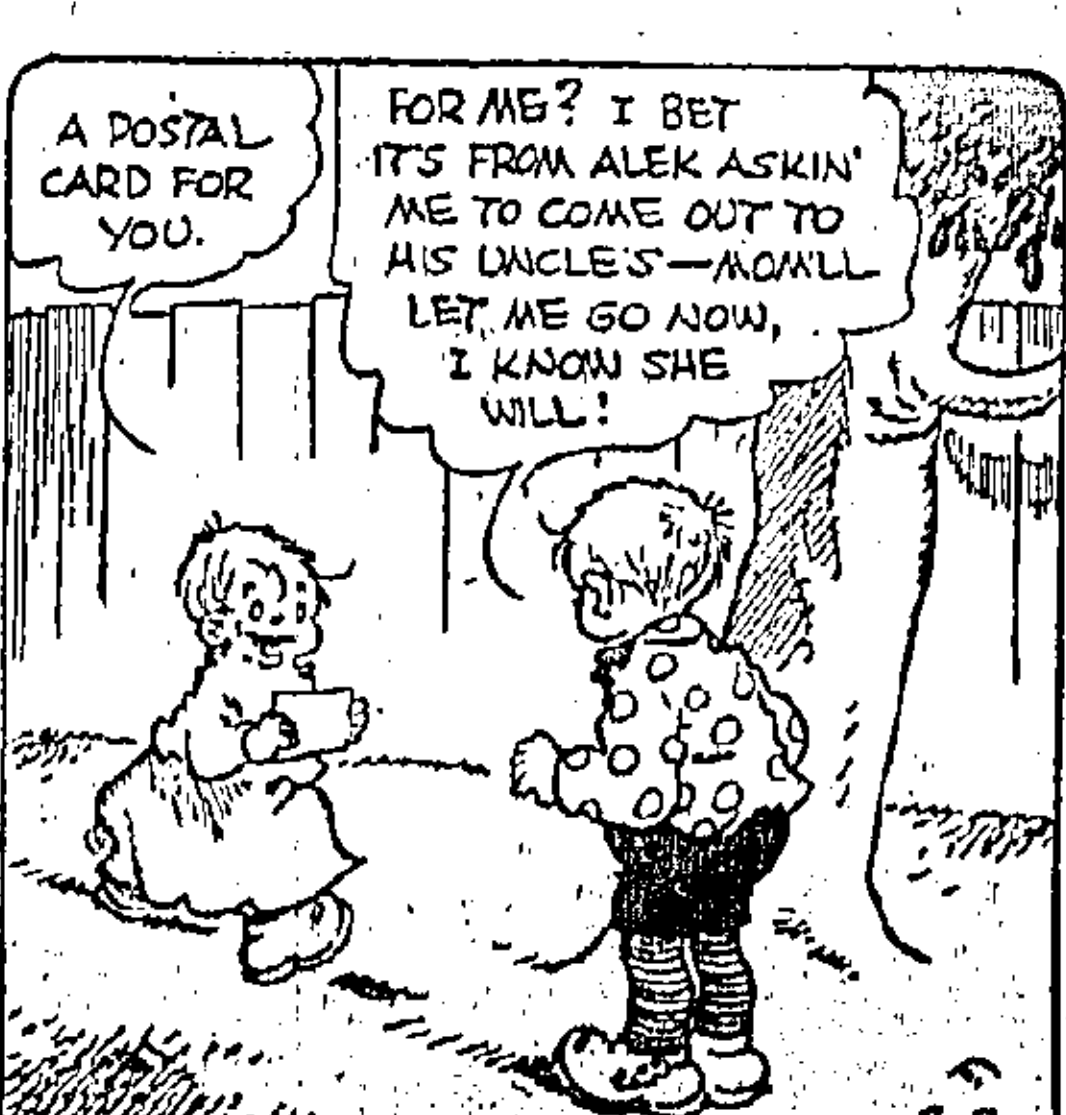
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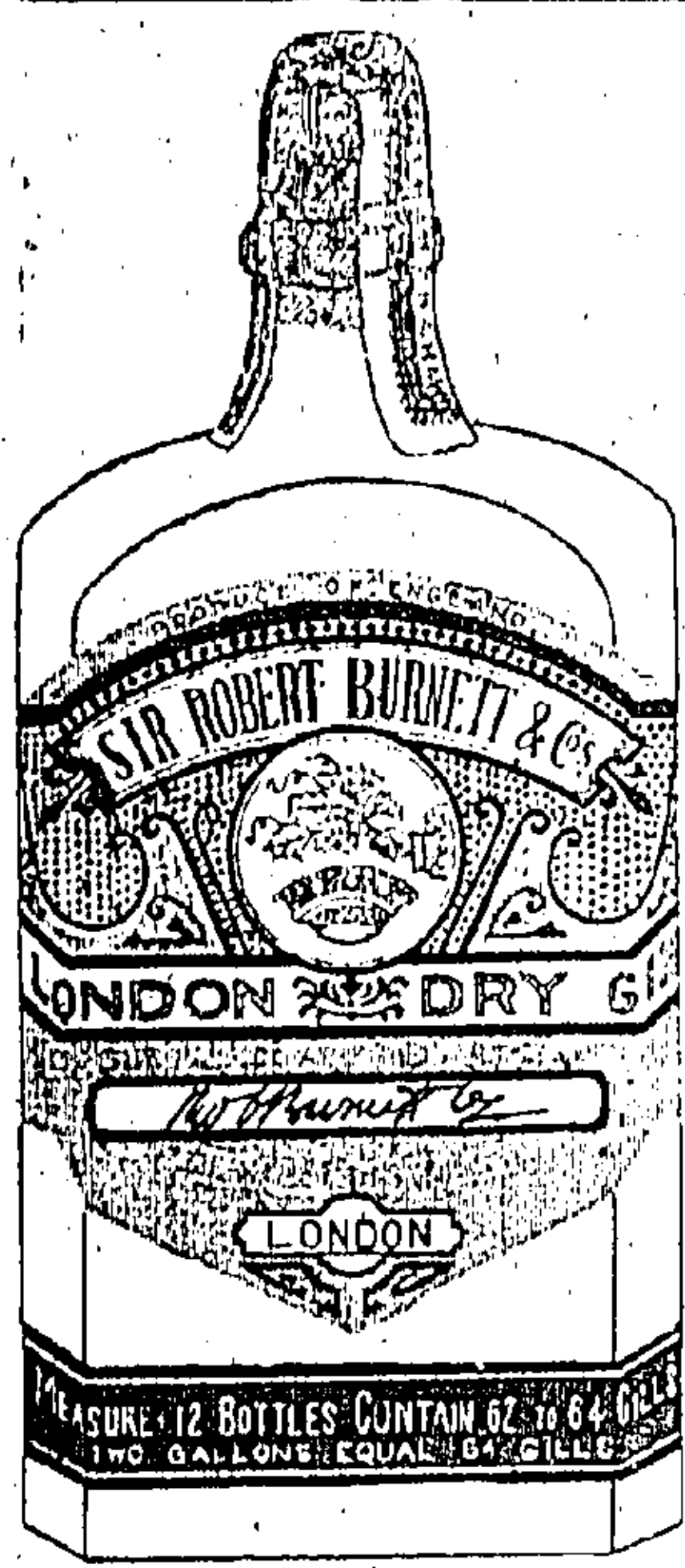
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Can be bought any time at our store. Perhaps you didn't get a Victrola for the family Christmas. No matter. The same liberal terms now; the same big selection.

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Kiddies' Dreams.

COME TRUE.

BRING THE KIDDIES ALONG TO LANE,
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IN GREAT
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YELLOW TAXICABS \$1.50

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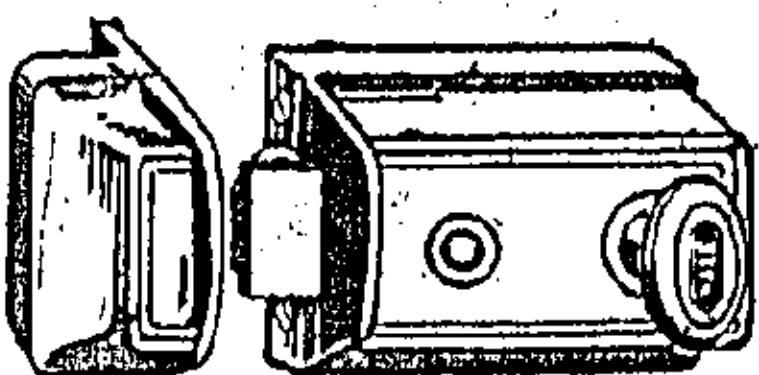
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Whenever you leave your house you leave it Safe—if your door is fitted with a YALE Night-latch.

A Yale Cylinder Night-latch cannot be picked or forced; and can only be opened by the proper key. The word 'YALE' means absolute security.

If your dealer cannot supply you with the Yale Night-latch you require—WE CAN.

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The Telegraph.

SATURDAY, DEC. 19, 1925.

THE MITCHELL TRIAL.

After some weeks of preparation, testimony, and trial, Colonel William Mitchell, an officer recently connected with the United States air services, has been found guilty on various charges of insubordinate conduct and sentenced by a court martial to five-years' suspension of his commission. This, for an energetic man who presumably has heart and soul for his chosen vocation, means the virtual ending of his career, as it will rob him of any chances he might have had of promotion or confidence of his superiors. This has ended an almost sensational episode in the history of the American military courts, as well as one of the most interesting trials which have ever been held. The great controversy, however, that has aroused the interest not only of the whole American people but also of the various aerial Powers of the world, is not by any means concluded. Rather has it only just begun. Col. Mitchell was indicted for his exceedingly strong public criticisms of his country's air services, and the sentence passed on him presumably suggests that his remarks were found to be unjustified, but he has drawn attention to the question of aviation preparedness in a way which leaves no doubt that, if there be any defects existing, they will receive early attention.

Without any intimate knowledge of the whole facts of the case one cannot pretend to endorse the views of either side in the controversy, but it might be noted that the Mitchell "revelations" came at a time when the United States air service had suffered two important mishaps, one of which was the sad disaster to the Shenandoah and the other the failure of the trans-Pacific seaplane flight. There were not wanting a number of critics who blamed the authorities for these mishaps, and appeared to connect them with a general backwardness in aerial administration. Col. Mitchell undoubtedly overstepped the bounds of propriety in his vehement attack on the administration, and broke a long-established service regulation as to public utterances by an officer on the active list. Yet his motives might have been of the best, and Americans as a whole will perhaps not

be ungrateful to him for drawing attention to the need for a high state of efficiency in the latest national arm of defence. This applies to the whole world, and involves a subject which has been exercising the minds of many highly-placed persons in the British Empire. There is talk of restriction of the "suicidal race in aerial armaments"; but for the present the wisest nations will not allow a desire for peace to obscure the need for at least the minimum of adequate preparedness.

Dirty Public Buildings.

Let anyone take a walk up the main handsome stairway of the Post Office building and look carefully around at the condition of the interior from the cleanliness point of view and we think that, after a tour along the corridors of each floor, they will come to the same conclusion that we have—namely, that it is about time someone did a little cleaning. The Government may be short of money and might be more or less justified in postponing the thorough spring cleaning and re-decorating that the building needs, but there is no excuse for dirt, and the inside of our Post Office building is distinctly dirty. Finished as recently as 1911 at tremendous cost, the building is described in a local handbook as being "one of the finest buildings in the Colony, the style being free adaptations of the English Renaissance." That may be so, but surely the place can be kept clean even though it is only public property. The majority of the windows, the interior mouldings, the walls and the floor are filthy. No wonder those who work inside have to keep their electric lights on all day. The way in which odd pipes and electric wires have been put in, and the way in which holes have been knocked in the walls for name-boards and then later left as bare scars is a thorough disgrace when judged by the usual standard of careful Government work. The whole building inside and out needs thorough renovation, but, first and foremost, there ought to be somebody put in charge of a gang of cleaning coolies and told to get on with the job. A walk round the inside of the building by a responsible Government official would bring about action, we are certain.

The Spanish Language.

Much has been said and written of late regarding the importance of Britishers becoming acquainted with foreign languages, especially where young men go out into the world and carry on their business careers in foreign lands. In this regard it is interesting to note that there are now hundreds of young men in London alone who are eagerly learning Spanish, most of them with the avowed aim of joining others who have sought new openings in South America, where that language is the premier commercial tongue. Commenting on this matter, Sir Woodman Burridge, chairman of Harrods, says: "I wonder how many magnates of the next generation will be able to trace their prosperity back to the evening when they nervously embarked upon their first lesson in that tongue?" We recall that before the war much of the trade between Europe and South America had passed into German hands, and a Government committee which enquired into the position was informed that this was so because "the Germans took pains to learn Spanish." The lesson is apparently being taken to heart, for in the growing relations between Britain and the Spanish-speaking countries it is shown that there is a widespread response to the demand for men and women who can speak and write the language. There are, it is reported, big openings for steady Britishers who are acquainted with Spanish, which still remains one of the greatest commercial languages of the world.

Mr. John Bell-Irving, of Milkbank, Lockerbie, Dumfries, seventh Laird of Whitehill, late of Messrs. Jardine, Matheson & Co., formerly of the Hongkong Legislative Council, who died on July 30th, aged 79, left, in addition to considerable real estate and settled property, unsettled personal estate valued for probate at £269,932, of which the personal estate in Great Britain amounts to £98,250.

DAY BY DAY.

PLEASURE, WHEN IT IS A MAN'S CHIEF PURPOSE, DISAPPOINTS ITSELF; AND THE CONSTANT APPLICATION TO IT FALLS THE FACULTY OF ENJOYING IT.—Steele.

The opening rate of the dollar on demand to-day was 2s. 4.7/16d.

A District Court Martial is to be held on Monday for the trial of Pte. Frank Burns, of the East Surreys.

Amongst the passengers who left for Manila by the Empress of Canada were Mrs. G. E. Costello, and Mr. and Mrs. F. S. Harrison.

The second batch of students for the Sun Wen University at Moscow left Canton on the 17th instant, by one of the Russian Soviet steamers.

It is reported that the Chinese section of the Canton Kowloon railway will resume the express train service to Shum Chun as from the 20th inst.

The King's Exequatur empowering Mr. Roberto Vallarino to act as Consul for Panama in Hongkong has received His Majesty's signature.

Mr. and Mrs. H. E. Goldsmith left by the Empress of Canada yesterday for Manila to spend a short holiday at Baguio.

Sir Robert and Lady Ho Tung left London on November 14th for Mentone, where they proposed to stay about three weeks before returning to Hongkong.

The late Mr. Clive Kingscome, of Greenway-gardens, Hampstead, N.W., formerly of Manila, Philippine Islands, left estate in England valued at £23,304 (net £22,312).

It is announced in a London paper that the marriage arranged between Mr. V. G. Smyth and Miss Joyce Creagh-Osborne will take place at Hongkong early in March, 1926.

In connection with the coming anti-Christiah demonstration to take place in Canton on the 24th December, it is reported that the Government takes the stand of freedom of religious belief.

His Excellency the Governor has been pleased to appoint Mr. A. E. Wood to act as Director of Education and Mr. R. A. C. North to act as Chief Assistant to the Secretary for Chinese Affairs.

A Chinese who was arrested yesterday, following the armed robbery attempted in a floor at No. 32, Western Street, came before Mr. R. E. Lindell at the Central Magistrate's Court this morning, and was remanded for a week.

The Gazette notifies that the International Banking Corporation of New York, United States of America, a foreign banking company carrying on business in this Colony, is recognised as a bank for the purposes of the Evidence Ordinance, 1889.

Observatory returns show that the average mean temperature during November was 71.9, the highest being 83.4 on the 1st and the lowest 61, on the 28th. The rainfall totalled 1.09 inch, and there were 204 hours of sunshine. The average humidity was 70.

His Excellency the Governor has been pleased to appoint Lieutenant-Colonel S. B. Smith, D.S.O., O.B.E., R.A.M.C., to be a Member of the Sanitary Board for a term of three years, vice Lieutenant-Colonel F. G. Fitzgerald, D.S.O., R.A.M.C., who has left the Colony.

An official communique announces the appointment of Messrs. Chan Wing-lok, Yeung Yan-ping and Kan Kum-shok, as Councillors to the Canton Government, Mr. Tsao Hoi-yun as Judge and Messrs. Chan Kwai-fom, Yu Yao and Lo Man-lan as Associate Judges of the Special Criminal Court, which was recently inaugurated.

The offices of the Supreme Court are to be open daily from 10 a.m. to 1 p.m. during the Christmas Vacation, except on Public and General Holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon. The Christmas Vacation will commence on the 24th instant and terminate on January 1st, 1926, (both days inclusive.)



I am delighted to read that at the recent Dental Exhibition in London, a new and potent anaesthetic for dental operations was successfully demonstrated. Something, I hope, along the lines of complete anaesthesia guaranteed, or your money returned. For I am one of those peculiarly constituted individuals upon whom the usual dental doses produce no effect whatever. Dentists have plied me with copious of the very oldest issues of the illustrated papers procurable, and still I have remained conscious. They have pumped laughing-gas into me by the therm with no better result than if they had filled me up with ginger beer. They have squirted cocaine into me by the bucket without producing anything more remarkable than a gumboil. They have even tried whacking me on the skull with life-preservers and coke-hammers, but all to no avail.

Hence I welcome the new anaesthetic with open jaws and exposed nerves.

As I warned you in these columns last August, the sword of Damocles has fallen, the die is cast, and the fat's fairly in the fire. In other words, we dancing men have just got to put our nose to the grindstone, our shoulder to the wheel, and our hand to the plough, and learn the French tango. Already they are dancing it at the Savoy, and from my observation of it I have come to the conclusion that it is one of those dances wherein the participants are more shinned against than shinning, so to speak. The steps do not seem particularly hard to acquire, and for the convenience of readers who may care to study them at home I append a little diagram, which I hope, will make the whole thing clear.



I am bitterly distressed. That estimable city, whose succulent sweet-meat is one of my earliest and most sainted memories, has recently been called to account for possessing an accent, and all good native Liverpudlians have naturally resented the vile imputation. As a lifelong patron of the coffee of Everton, the pills of St. Helens, and Liverpool virus, I, too, wish to put in my oar and lodge a disclaimer, though I propose to do so by paradox. Of course, Liverpool has an accent, just as London has an accent. It is known as the English accent. The folks who fail to recognise it, I infer, are those who wear three top-hats and want to sell you a watch, and those who sing our National Anthem with so marked a German inflection.

POEMS ON PROMINENT PERSONAGES. MR. STANLEY BALDWIN.

Dear Premier, when you puff your faithful briar And formulate the laws which govern folk, Remember there is one thing we require Of you, which simply must not end in smoke! We therefore charge you with a

PRICE OF RUBBER. AMERICAN PROTESTS AGAINST RESTRICTION.

New York, Dec. 18. The effects of the Stevenson rubber restriction scheme were discussed in Congress, when Mr. Tilson, the Republican Leader of the House of Representatives, demanded the immediate investigation of the whole situation by a committee of the House. Mr. Tilson stated that the manipulation of crude rubber prices by British Colonial Governments was already costing the United States industry seven hundred million dollars more than was warranted. Mr. Tilson's demand for investigation was followed by a conference with Mr. Hoover—*Reuter's American Service.*

strong blast To extirpate the Communistic viper, Or with your pipe to charm it into rest; And we, with willing hand, will pay the "pipor!"

The last day of October witnessed the opening of the Cheese Fair at Kewwick. Suffer me, therefore, a moment while in humble imitation of Mr. Easthope Martin's popular song, I hymn its glories:—

O, what is the perfume that's borne on the breeze? (Heigh-ho! Come to the fair!) It smells like the odour of Cumberland cheese.

(Heigh-ho! Come to the fair!) So don your best kirtles, sweet maidens, I pray:

The cheeses hold revel up Ullswater way;

And the jazz-band from Blackpool has gone there to play

(Heigh-ho! Come to the fair!) O, what is it making young Johnny so long

(Heigh-ho! down at the fair?) He's tasting the cheeses so luscious and strong!

(Heigh-ho! Come to the fair!) There's the Cheddar, and Cheshire, and Gloucester, I know;

And Lactec St. Ivel and Stilton, I trow;

So pull up your socks and away we'll all go—

Heigh-ho! straight to the fair! Then sharpen the cheese-scoop, and come along do!

(Heigh-ho! Come to the fair!) The cupboard is empty; this mousetrap is, too!

(Heigh-ho! Come to the fair!) Come with a whoop, lads, and come with a call—

Come with a bellow and come with a bowl—

Come with old Uncle Tom Cobley and all—

(Right-o! Off to the fair!)

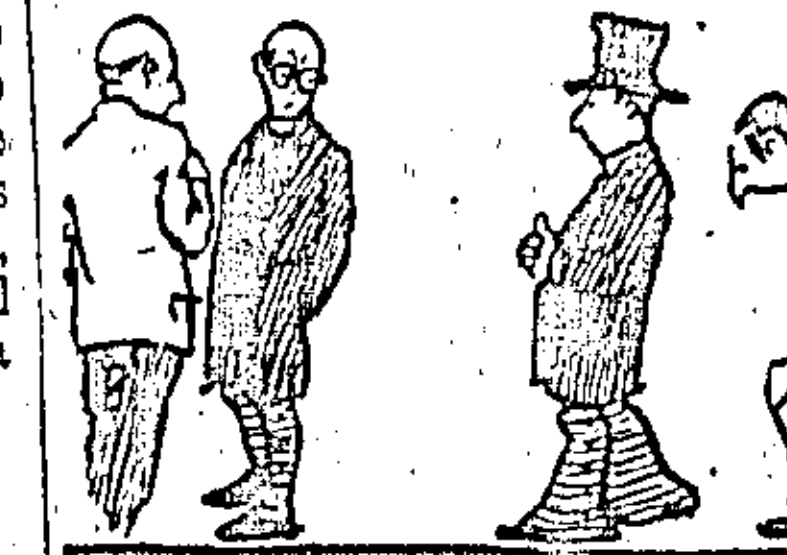
SOCIETY GOSSIP.

Mr. and Mrs. Noovo-Roosh were heard dining at the Ritz last night.

The many friends of Lady Paynter-Collick will regret to hear that, upon medical advice, she has decided to have her appendix bobbed.

Mrs. Meagerly Meizer gave a luncheon party at her Kensington house yesterday. The luncheon was very good—what there was of it.

Sympathy will be freely accorded to Mr. Honley Peck who suddenly lost his wife while they were on a visit to Wembley last Saturday. She was waiting on the mat for him when he arrived home.



The Bishop of Bath and Bunn created something of a sensation yesterday when he entered the Athenaeum Club wearing Oxford gaiters.

Mr. Beasley Tosher, the well-known poet, is in a Nursing Home suffering from a split infinitive.

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WIRELESS TELEPHONY. IN PRACTICAL USE IN GERMANY.

Berlin, Dec. 18. Recent experiments in wireless telephony from railway trains has been so successful that as from January 1st, travellers in express trains between Hamburg and Berlin will be able to telephone to their families and friends as easily as if they were at home. The service will be extended to other trains as soon as possible.—*Reuter.*

CHITCHERIN HOMEWARD BOUND.

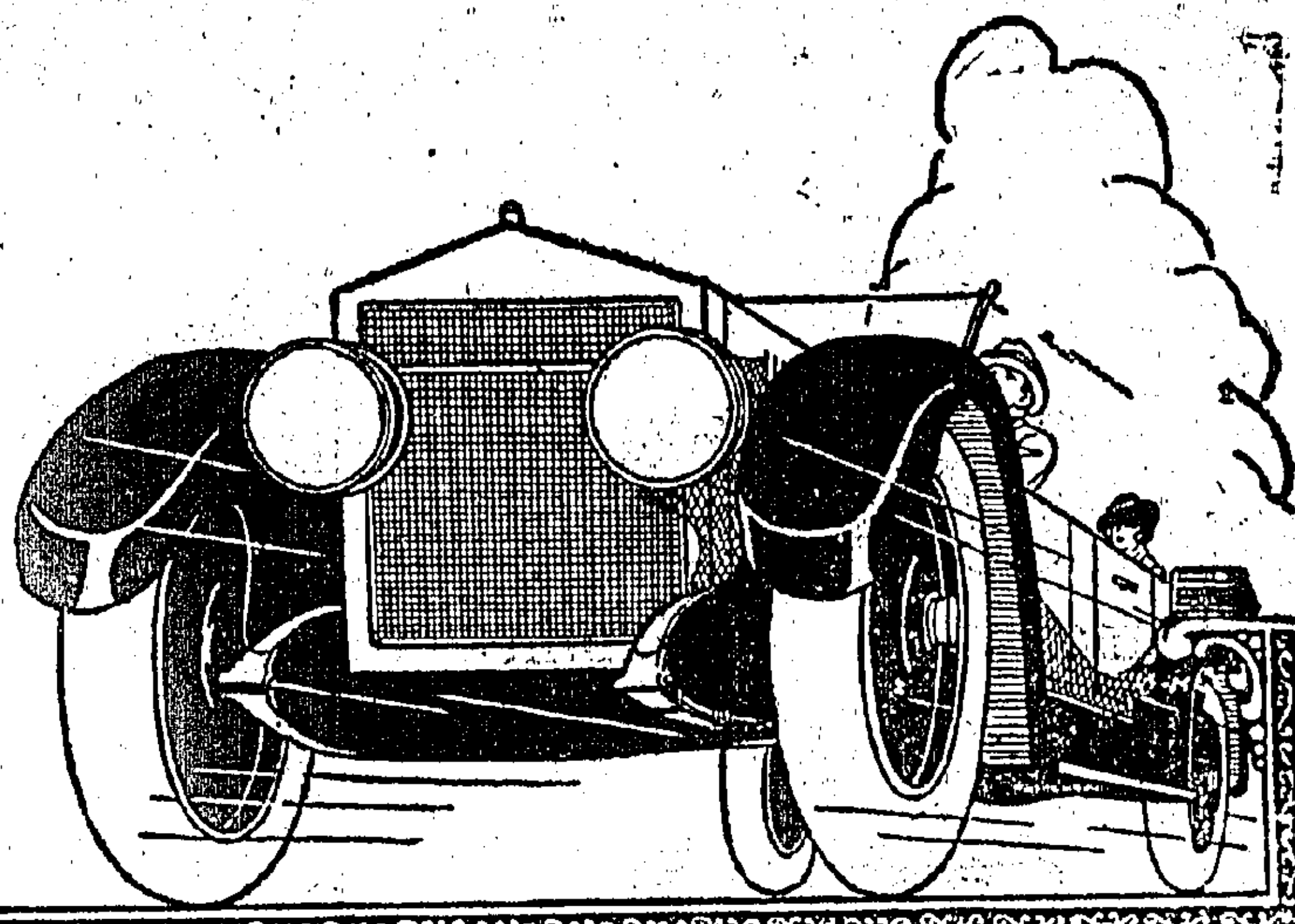
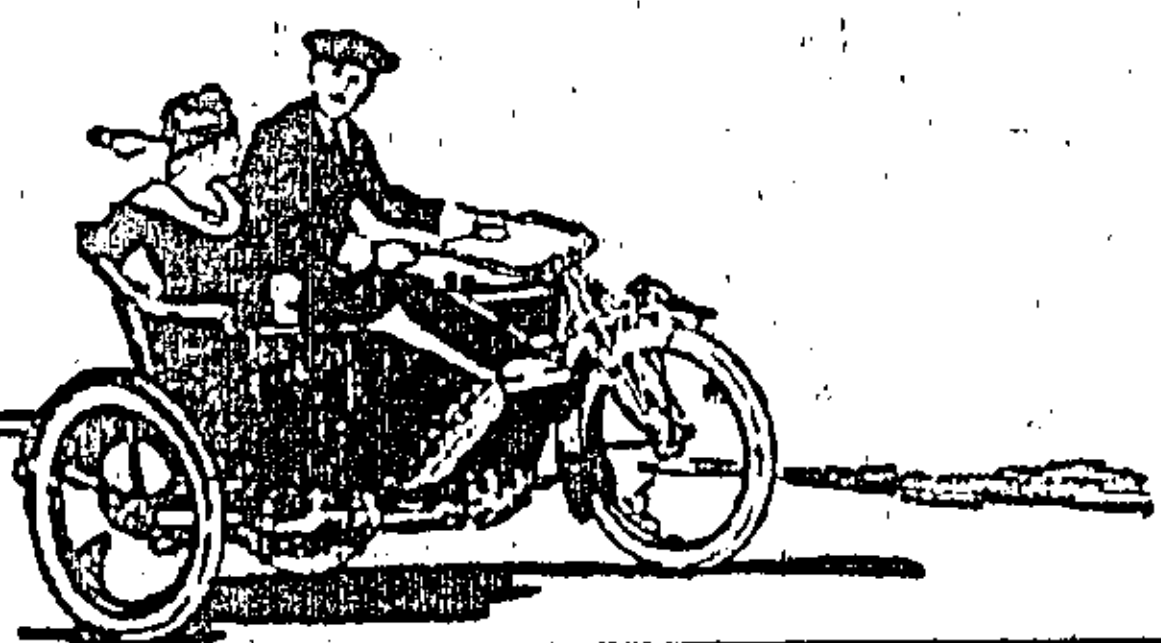
Berlin, Dec. 18. M. Chitcherlin has arrived here from Paris en route to Moscow.—*Reuter.*

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 19th. December, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

60 Miles Per Hour!

The latest addition to Hong-kong's fire-fighting equipment indicates that the authorities are alive to the necessity of keeping this important Department up-to-date. It is interesting to note, that the new appliance is the product of the famous firm of Merryweather, and that it is capable of a speed of 60 m.p.h. on the level. This fact, however, draws attention again to the need for some form of general instructions for all road users whenever a siren gives warning that a fire-engine is coming. The other day we actually saw a motor car driver giving the signal to pass when he heard the fire fighting machine's siren behind him.... as though he were willing to allow the firemen to proceed! Unless those in charge of every form of vehicle are definitely instructed that they must instantly pull into the side of the road, and if necessary stop, when a fire engine is approaching, accidents will assuredly occur, as they have in the past, and the efficiency of the service will continue to be impaired. Every road user must be educated along these lines, and examples must be made of those who pay little or no heed to the warning signals. After all, what's the use of a modern service if we haven't necessary and sensible regulations to assist it?

New A. J. S.

Motor cyclists should note that Messrs. Alex. Ross are just in receipt of the new 498 A. J. S. single cylinder machine, these new models arriving here on Saturday last. The machines are guaranteed to do 80 miles per hour, are fitted with overhead valves, and are similar to the A. J. S. which won this year's French Grand Prix.

Motor Bus Service.

The Government is calling for tenders for a motor bus service between Lai-chikok and the village of Un Long, via Castle Peak, and the details of the tender form make interesting reading. The concession to be granted is for a period of three years, commencing at a date not later than July 1st. The chassis of the buses are to be of approved British manufacture, the tyres are to be pneumatic and British, there must be accommodation for 22 persons, and the weight of the bus is not to exceed 3½ tons when fully loaded. The suggested time-table provides for a bus once every hour and a half, the first bus to leave Un Long for Kowloon at 7 a.m. and the first bus to leave Mongkok for Un Long at 8.30 a.m. There is a scale of maximum fares laid down and these allow of the following charges:—From Mongkok to Tsun Wan, first-class 30 cents; second-class 15 cents; From Tsun Wan to Castle Peak, first-class 40 cents; second-class 25 cents; and from Castle Peak to Un Long, first-class 30 cents; second-class 15 cents. These charges make the first-class fare for the journey from Mongkok to Castle Peak 70 cents, or \$1.00 all the way to Un Long, whilst the third-class fare from Mongkok to Castle Peak is 40 cents, or 55 cents all the way to Un Long. There are a lot of intermediary stopping places named, with stage to stage fares specified. There are the usual provisions for the deposit of a security with the Colonial Treasurer, etc. Tenders must be in by Monday next. To Castle Peak.

The present conveyances plying for hire on the Castle Peak Road

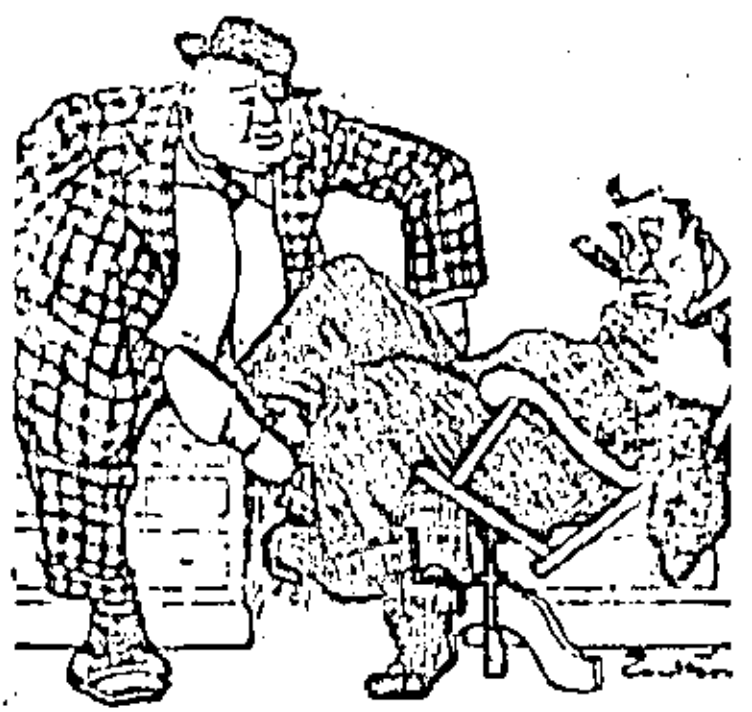
are certainly not of the right type and it will be learned with very great interest by Kowloon residents that there has at last been a definite step taken towards providing a proper motor bus service with British-made buses, by which it will be possible to take an inexpensive ride to Castle Peak along the beautiful coastal road, and there enjoy the delights of a swim. If we ever get that long-promised Castle Peak Hotel and a good motor bus service, such as is now being called for, the amenities of Kowloon will have been enormously added to.

Fords.

Mr. Andrew Harper, the enthusiastic and untiring Ford Dealer, is due back in Hongkong about the end of the present month, after a business trip to the United States. With him he is bringing another son, Mr. K. Earle Harper, who will join his father and brother in the interest of local Fordism. Mr. A. W. Harper, who has been "carrying on" in the meantime, is particularly interested in the fact that his father is bringing a desirable reward for him.... his future wife.

Price Cutting.

The news given in the special cable to the Dragon Motor Company, Ltd. appearing elsewhere on this page, is a further indication of the determination of American automobile manufacturers to maintain supremacy in the world's markets. Dodge Brothers are well known as a particularly progressive and reliable firm, but the announcement that they have spent \$10,000,000 on factory equipment and buildings, is the most sensational news from the American industry for some time. Their previous plant was actually turning out 1,300 machines per day, so that when the new organisation gets thoroughly going, they must figure as one of the largest, if not the largest automobile producing concern in existence. The revised prices will be awaited with interest.



"I start every time I hear a motor-horn!"
"Have you had any narrow escapes, then?"
"It's not that. But my wife ran away with a man in a Ford, and when I hear a horn I think she may be coming back!"
— Sydney Bulletin, Australia.

THE MIDDLE-OF-THE-ROAD DRIVER IS KNOWN AS A "ROAD HOG" KEEP TO THE LEFT.

BRITISH COMMERCIAL MOTOR PROGRESS.

NOTES ON INTERESTING EXHIBITS AT THE SHOW.

(Special to The Hongkong Telegraph.)

The Commercial Motor Transport Exhibition just held at Olympia has proved a complete success from all points of view. The exhibits were interesting and indicated considerable progress along many important lines. Moreover, reports of business done, in both goods and passenger-carrying vehicles, are highly satisfactory, and it would seem that at last the period of depression under which this essential British industry has laboured ever since the markets were flooded with surplus military vehicles is at last passing away.

General Impressions.

The most obvious development since the last Show is the clear differentiation between passenger and goods-carrying vehicles. Formerly the chassis of both types were generally identical, except perhaps as regards length of frame and flexibility of springs. Now they are quite distinct, the passenger-carrying type having made great progress in respect of weight reduction, low platform level and braking equipment.

An analysis made by "Motor Transport" shows that of the models exhibited, approximately two-thirds were British, and the impression formed by a visitor at the Show was certainly to the effect that the bulk of the business was being done on British stands. As regards the range of vehicles available, "Motor Transport" states that the 2 to 3 tons types represent about 25% of the whole. The class having a capacity of 25 to 40 cwt. is almost as numerous. Next come the 3 to 4 tonners with about 17%, and then the light vans carrying up to 25 cwt. with about 15%, examples in the heavier classes being slightly less numerous.

Light Delivery Vans.

A little time ago would-be purchasers of quite light vans had either to seek foreign sources of supply or to use adapted touring car chassis. Now British chassis specifically designed for utility purposes are available, even in the smallest classes. We have, for example, the solid-tyred Trojan Parcelvan with a load capacity of about 7 cwt. and a loading space of 60 cubic feet, selling at home at the very low price of £125. The engine is rated at 10 h.p. and is of the two-stroke type. The change speed gear is epicyclic, giving two forward speeds and a reverse. Long cantilever springs are fitted, which give very smooth riding with the solid tyres, and the vehicle is capable of speeds up to about thirty miles an hour, which limit cannot be exceeded.

The Jowett light vans, though their engines are only rated at 7 h.p., are still thoroughly practical delivery vehicles, even in districts where roads are bad and gradients severe. Two types are marketed, with long and short chassis respectively, at the home prices of £170 and £155. The body dimensions are 4ft. 2ins. in height and 3ft. 6ins. in width, the lengths in the two cases being respectively 5ft. and 3ft. 9ins. The total operating costs for the two types are estimated at twopence-halfpenny and twopence per mile, all in.

Messrs. Beardmore Motors, whose name has hitherto been best-known in connection with the Beardmore taxicabs so largely used in London and elsewhere,

are now producing a useful range of light goods-carrying vehicles at very moderate prices. The smallest of these is the 15 cwt. delivery car, which has an engine rated at 15.6 h.p. with pump circulation and forced feed lubrication. It drives through a four-speed gear box and spiral bevel gear to the back axle and the chassis is fitted with two sets of brakes on the rear wheels. The larger model has a capacity of 30 cwt., and is mechanically similar, except that the final drive is by overhead worm gear. Somewhat similar Beardmore chassis are also applied to form the basis of a fourteen-seater charabanc and a sixteen-seater "one-man" omnibus.

The 20/25 cwt. Beira commercial chassis was introduced about a year ago, and has proved itself a thoroughly practical vehicle. The principal change in the latest model is the provision of four-wheel brakes and the necessary consequent alterations in the design of the front axle to take the braking stresses. On the previous model the hand and foot brakes were on the Duplex principle, expanding within the rear wheel drums. These remain unaltered, but the new design applies the front wheel brakes together with one set of rear wheel brakes by pedal, the front wheel brakes being of the Perrot-Servo type.

Medium Capacity Vehicles.

In the 30 cwt. class a very interesting new model was shown by Messrs. Dennis Brothers. Last year this firm produced a 20/25 cwt. chassis. It was found that the power of the engine, which amounted to 26 h.p. at 2,000 r.p.m., exceeded the requirements of a vehicle of this capacity. The chassis was therefore re-designed to carry a full 30 cwt. load. It is noteworthy for the accessibility of all working parts and the trouble that has been taken to reduce the work and cost of maintenance to a minimum. As regards road performance, it can travel upwards of twenty miles to the gallon of fuel and 800 miles to the gallon of oil.

The efforts to secure a low loading line in passenger vehicles have already been mentioned. For certain classes of work a low loading line is even more important in a goods vehicle and therefore great interest attaches to a very exceptional machine produced by Messrs. Scammell Lorries and known as their "Autovan." This is designed for loads of about 2½ tons. It has a three-cylinder engine of radial type with a vertical crankshaft. The whole of the mechanism is concentrated below the engine and the front axle is driven. Thus the rear portion of the vehicle has no machinery attached to it at all, and can be made of any desired length and height, the rear wheels being small while the driving wheels are of normal diameter. The system has been thoroughly tested out over a period of years and, though extremely unusual, appears to be completely practical. Messrs. Scammell are, of course, in no way superseding their six-wheeled vehicles of higher capacity, which are growing almost daily in popularity, both in the home and in the overseas markets.

A very sound new two-tonner is the Star, which forms an intermediate model between the 25 cwt. and the 50/60 cwt. chassis

are now producing a useful range of light goods-carrying vehicles at very moderate prices. The smallest of these is the 15 cwt. delivery car, which has an engine rated at 15.6 h.p. with pump circulation and forced feed lubrication. It drives through a four-speed gear box and spiral bevel gear to the back axle and the chassis is fitted with two sets of brakes on the rear wheels. The larger model has a capacity of 30 cwt., and is mechanically similar, except that the final drive is by overhead worm gear. Somewhat similar Beardmore chassis are also applied to form the basis of a fourteen-seater charabanc and a sixteen-seater "one-man" omnibus.

A very sound new two-tonner is the Star, which forms an intermediate model between the 25 cwt. and the 50/60 cwt. chassis

(Continued on Page 2.)

DODGE ENTERPRISE.

\$10,000,000 ADDITION TO PLANT.

BIG PRICE CUT FORTHCOMING.

The Dragon Motor Car Company, Ltd., is in receipt of the following special cable, which they have handed to us for publication:—

Detroit, Dec. 16.

Ten million dollar additions in modern factory equipment and new buildings now completed. This will make possible extraordinary savings in cost of production and in the maintenance of the established high quality of our products. We are accordingly announcing that tremendous price reductions will be made on January 7th. on all types of cars.

No change will be made in the policy of constant improvement without annual models, upon which Dodge Brothers established their leadership eleven years ago. The prices of shipments to be made after December 15th. and on cars on route, and also on the stock in your hands, will be adjusted to the January prices on our receipt from you of proof that buyers, after December 15th., have received from you the benefit of these reductions.

There are great things ahead for Dodge Dealers next year. Best wishes for Merry Christmas. —Robert Graham, Vice-President and General Sales Manager, Dodge Brothers, Detroit.

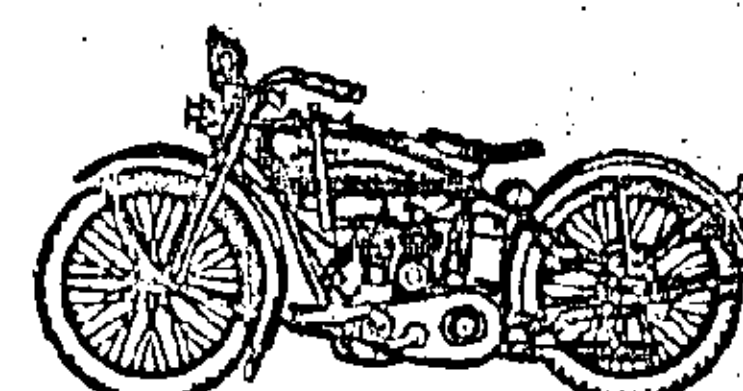
BUICK WINS
HANDSOME TROPHY
IN SWEDEN.



The annual winter road race, organized some years ago by the Royal Automobile Club of Sweden, took place recently over a course 400 miles in length, from Ostorsund, in the north of Sweden, to Stockholm. The drivers and cars had a great many difficulties, as the roads were deep in snow.

As usual, this road race aroused considerable interest, especially as the Winter Cup trophy passed permanently into the hands of Hans Osterman, Buick distributor in Stockholm. Mr. Osterman, driving a Buick, won the race for the third time in twelve years, having previously won in both 1914 and 1920.

The Royal Automobile Club's Winter Cup is probably the biggest sport trophy in the north of Europe. It stands over two feet high, and is internationally known, having been competed for by English, German, Austrian, Danish and Norwegian drivers.



70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

The third consignment of HARLEY SINGLES (side by side valves) and (over head valves) are expected on the 1st. December or latest the 31st, by the "EMPRESS OF RUSSIA." Prospective buyers that were disappointed on the first and second consignment better put your orders with us now.

ALWAYS IN STOCK

Latest-Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Mobiloil

Make the chart your guide

Some people do not easily learn their lesson. It requires some time for them to develop themselves into quality buyers. They switch from one low-grade lubricant to another, each time thinking they can dodge paying QUALITY'S price and yet enjoy complete satisfaction in the service desired.

Cheap oil is not made to satisfy in service. It enables the user merely to get by—and then only provided that he is willing to put up with inconvenience, aggravation and various petty hardships. If the buyer would be as particular in checking up on the ability of the lubricant to live up to his expectations in service, as he is in selecting the lubricant at the lowest possible price, he would save for himself a vast sum of money.

Cheapness penalizes not only one's satisfaction in the use of lubricating oil, but from an investment standpoint of view, it is extremely expensive; for, as a rule, the requirement for replacement of worn out bearings and other expensive metal is much more frequent than is the case with a quality product. The very purpose of quality is to give the utmost service, delivered in a manner that makes it a pleasure to use quality and enable this type of service to continue over the longest possible period.

Cheap does not always refer to price. An oil may be high-priced but cheap in that it lasts longer—is more durable—gives greater mileage to a gallon of benzine and eliminates unnecessary repairs, thereby adding years of service to your car.

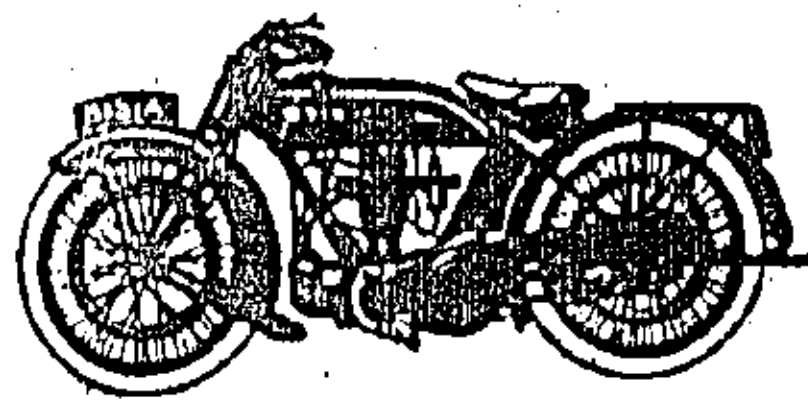
There are "cheap" oils being sold at the same price asked for Gargoyle Mobiloil but these so-called lubricants lack quality and cannot give service. The reasons they are sold at the price asked for Gargoyle Mobiloil is simply in order to hoodwink the public into believing that they are as good as Gargoyle Mobiloil.

It cannot be denied that Gargoyle Mobiloil is the very finest motorcar engine lubricant obtainable at any price. The fact that the demand for Gargoyle Mobiloil has almost doubled within the past eighteen months speaks volumes in support of our statement regarding its quality.

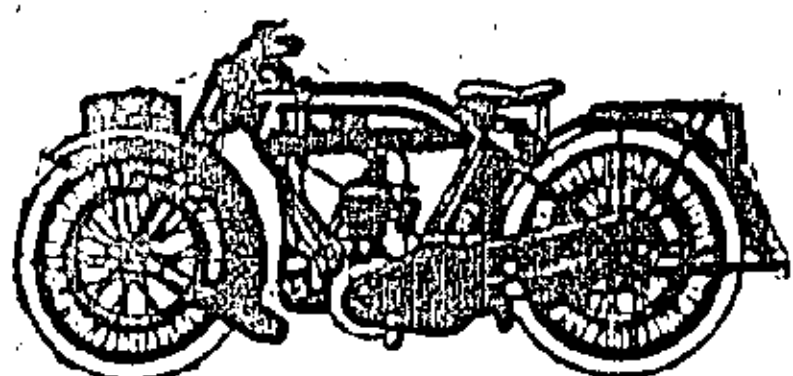
Make our Recommendation Chart your Guide when selecting the grade best suited for the lubrication of your particular make of engine.

VACUUM OIL CO.

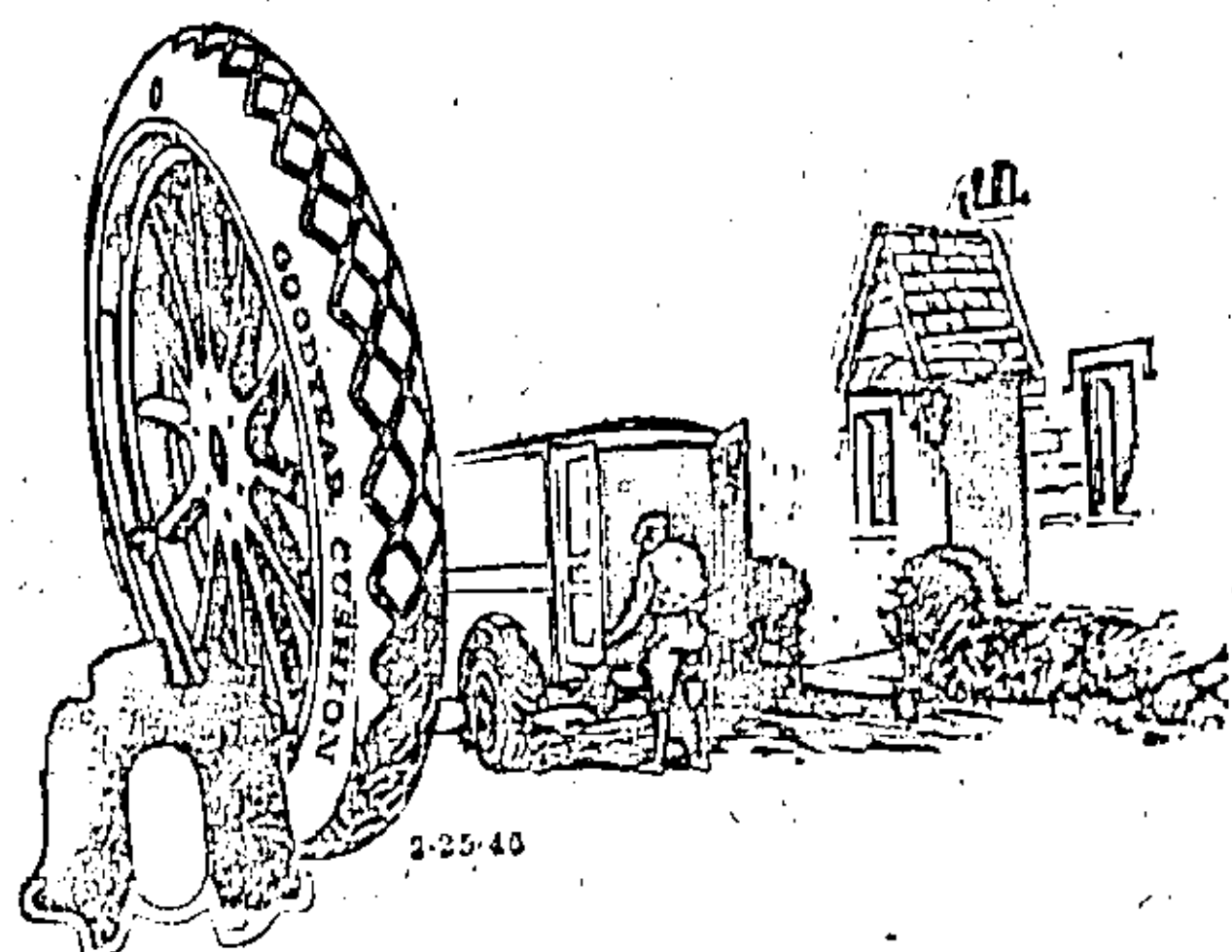
B. S. A. MOTOR CYCLES



Famous For Reliability and Economy



Full Particulars from the Sole Agents:
THE SINCERE CO.



Puncture-Proof!

The tyre for your light delivery CAR or TRUCK that eliminates trouble, is the Goodyear 30 x 3 1/2 Demountable Cushion Tyre.

It is puncture-proof and blow-out-proof. Nothing can happen to it but to wear down in long, long service.

Its almost pneumatic resilience makes it ride easily and its deep cut All-Weather Tread provides maximum traction.

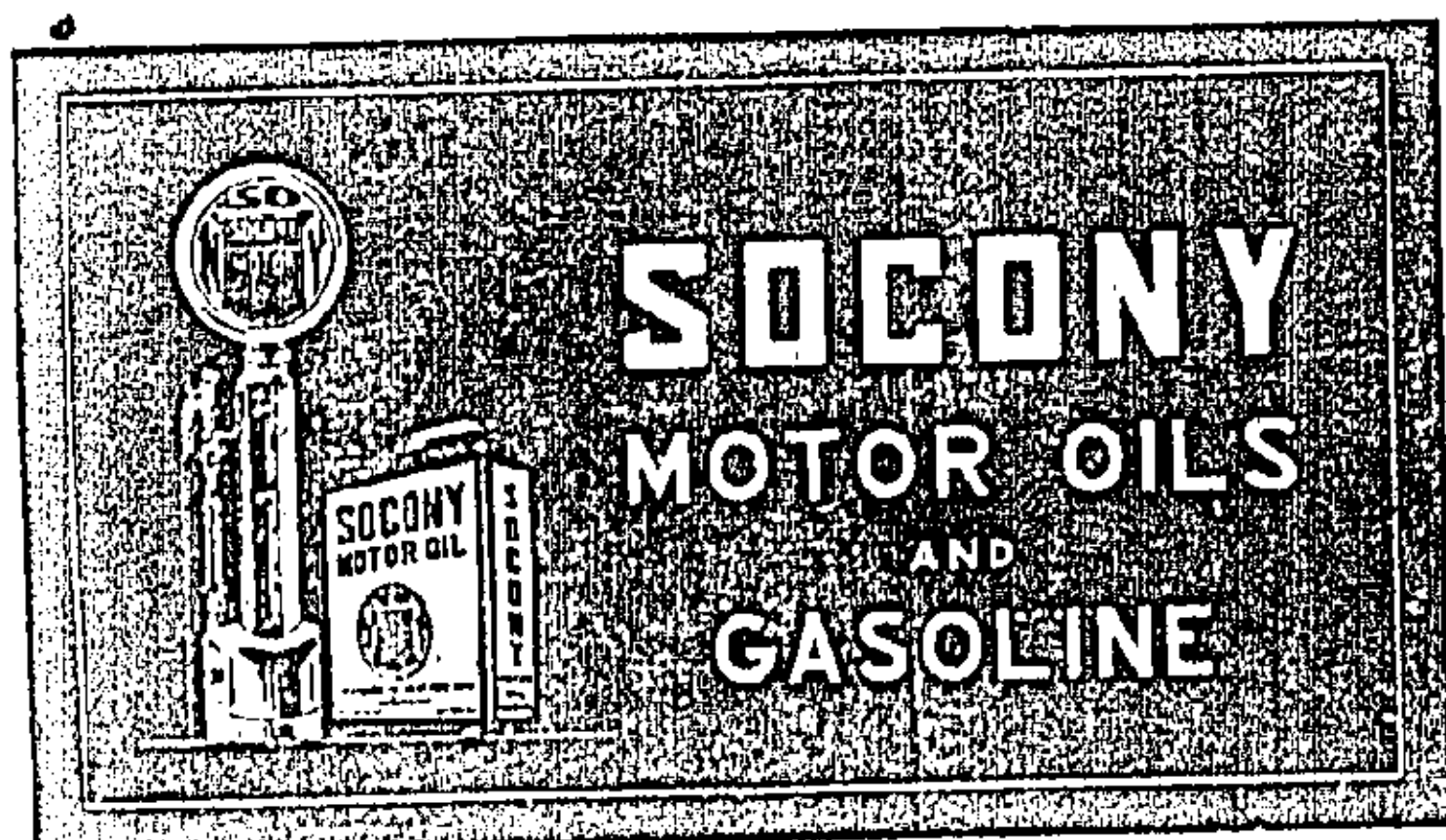
Easily demountable, it fits any wheel using 30 x 3 1/2 tyres.

Next Time Buy

GOODYEAR CUSHION TYRES

DISTRIBUTORS.

ALEX. ROSS & CO., (CHINA) LTD.
Bank of China Building Hongkong.



APPLY BRAKES EASILY.

Save your brakes for emergency by avoiding sudden stops and continual braking down grades. A car should be stopped by applying the brakes and then releasing, instead of holding them down.

LONDON TRAFFIC.

Total passengers carried in 1923 in London by all means of transport reached the number of 2,600,000,000. This is exclusive of suburbanites who took trains in to the city.

FOREIGN OUTPUT UP.

Production of automobiles in other countries has been rising. Outside the United States, figures show, 450,000 cars were produced last year, as against 300,000 in 1922.

MORE PANAMA BUSES.

Buses have increased considerably in Panama, following the government's action lowering the license fee. This was reduced from \$10 monthly for each bus to \$4.

BRITISH PROGRESS.

(Continued from Page 1.)

of the same make. The newcomer has an engine rated at a little over 20 h.p., having four cylinders 90 by 120 m.m. Water circulation is by pump and lubrication by pump to troughs for the engine and by grease-gun for the chassis. The drive is through a single dry plate clutch, four-speed gear box and overhead worm gear to a fully floating back axle. The whole chassis is a very simple, accessible and sound job, which should well maintain the high reputation of its makers.

New Types of Passenger Vehicle.

The low loading passenger-carrying chassis form a very important group, comprising many interesting new models, attractive not only by reason of ease of entry and exit, but perhaps even more on account of their high speed capabilities, coupled with comfort and stability. Thus, for example, a bus on the new 30/60 h.p. Albion chassis recently made a non-stop run from Glasgow to London and back at an average speed which should satisfy any private car owner. The height of the frame is such that only one step to the rear platform is necessary. The engine is of ample power, giving good acceleration and excellent flexibility. It drives through a single disc clutch and a four-speed gear box, and thence by underslung worm gear. The external contracting foot brake acts on a drum to the rear end of the gear shaft and the hand brakes inside drums on the rear wheels. The tyres are 6 inch pneumatics, twins being fitted on the rear axle.

The engine of the new Daimler "CH" type chassis develops 36 h.p. at 1,000 r.p.m. and 46 h.p. at 1,600 r.p.m., and is of the sleeve valve type with steel sleeves, the merits of which have been thoroughly proved on private car engines. The frame is dropped to give a low loading line, and the transmission is through a fabric lined cone clutch, a four-speed gear box and worm gear. Though comparatively recently introduced, the new type of Daimler is already employed by a number of important corporations, including those of Manchester and Newcastle.

The low-level Safety Maudslayi chassis has an engine rated at 26/75 h.p., driving through an inverted cone clutch, four-speed gear box and underslung worm gear. The speed capabilities are great, but the vehicle has a low centre of gravity with a wheel track of 6 feet and is fitted with an admirable braking system. All four wheels are braked, the drums on the front wheels being 18 inches in diameter and those on the rear wheels 24 inches in diameter. In addition, there is a foot-operated transmission brake. The front wheel brakes are Servo-operated, working through the medium of the foot brake, the rear wheel brakes being hand controlled.

Many of the new low loading passenger models are equipped with six-cylinder engines. A good example is the new W & G chassis, the frame height of which is only 22 feet. The engine is rated at 33.5 h.p., but develops up to 70 h.p. at 2,200 revolutions. The drive is through a special type of plate clutch, a four-speed gear box and an underslung worm gear. The hand and foot brakes are of the internal expanding types, operating on large separate drums on the rear wheels. Front wheel brakes are only fitted if desired, in which case they operate in conjunction with the foot-controlled rear brakes.

In addition to a new 30 cwt. goods-carrying chassis approved under the War Department's Subsidy Scheme, Messrs. Halley's Industrial Motors have two new passenger models with six-cylinder engines of 30/40 and 40/55 h.p. respectively. These are of their own design and construction and are built specifically for regular heavy work. The drive is through a single plate clutch and four-speed gear box, and thence by worm gear. The engine and gear box are carried by three points of suspension from the frame. The hand brakes operate inside drums on the rear wheels, while the foot pedal operates another pair of brakes on the rear wheels and also a large contracting brake on the transmission shaft.

The new Guy "Premier Six" has a 45 h.p. six-cylinder Knight steel

sleeve valve engine developing 76 h.p. at 2,000 r.p.m. The drive is through a single disc clutch, four-speed gear box and underslung worm gear. The ordinary braking equipment consists of two pairs of internal brakes in separate drums on the rear wheels. The fitting of front brakes is optional, but, when these are provided, the type supplied is the Perrot-Bendix with three shoe Servo-operated shoes. The engine, gear box and clutch of the Guy are carried on a sub-frame suspended by three universal joints from the main frame. The sub-frame remains in true alignment even when the main frame is very severely distorted either as the result of an accident or when one wheel passes over an exceptionally large obstacle. The chassis is automatically lubricated throughout, even the steering gear being designed so that there is a wick feed of oil to the ball joints from oil reservoirs contained in the tubular steering rods.

New Bus Chassis.

The Leyland Company show two new types of bus, known as the Lion and the Lioness. Both have four-cylinder engines, the one being rated at 29 h.p., and the other at 22.5 h.p. The actual brake horse powers at 1,800 r.p.m. in the two cases are 58 and 48 respectively. Both engines have overhead valves operated from the camshaft through push rods and a simple form of rocker gear. Both chassis have a frame level of 2 ft. 4 ins., and in a total tare weight of about 3 tons 15 cwt. An interesting point in the transmission is the double reduction gear axle, in which the drive consists of a pair of spiral bevel wheels driving a specially wide double helical gear set. In both cases four-wheel brakes are fitted, and the standard equipment includes not only a direct-driven dynamo, but also an electric starter and a tyre pump mechanically driven from the gear box.

A very interesting new type of omnibus chassis is the Karrier six-wheeler. In this the engine drives four wheels on two axles spaced close together at the rear of the chassis. The distance between these axles is spanned by the springs. The consequence is that, when the wheel passes over an obstruction, the resulting movement of the frame is only that of the centre of the spring, which is half that of the wheel. In this way extremely smooth running is obtained. However, the use of four wheels very much reduces the probability of skidding. Space does not permit of a detailed description on this occasion, but unquestionably the design should appeal very strongly to companies operating omnibuses over country roads.

Messrs. Thornycroft showed two new passenger chassis, one being a 50 h.p. forward control omnibus chassis capable of taking up to about fifty passengers, on a double deck body. Despite the forward position of the driver, the engine is extremely accessible. The second is a chassis specially designed for single deck omnibuses and having a drop frame. This is fitted with a 35 h.p. engine and is suited for a body designed to carry about twenty-five passengers.

A Powerful Petrol Tractor.

Messrs. Thornycroft also showed an extremely interesting cross-country vehicle in the form of the "Jathi" tractor. This has a 100 h.p. engine driving all four wheels. It is capable of crossing gullies with vertical banks 3 feet in height and can haul a 10 ton trailer load up a gradient of 1 in 10 at seven miles an hour. The engine exerts a steady drawbar pull of 9,000 pounds and, alternatively, its power can be applied to exert a pull of 5 tons on a wire rope which can be used to great advantage when the going is so bad that the tractor cannot extricate itself from its difficulties while handicapped by the trailer and its load.

As will have been gathered from the preceding descriptions of vehicles, by far the commonest form of transmission is the worm gear, next in popularity being the bevel gear. The main drive, of course, continues to be employed extensively on steam wagons, and is also used on some of the flexible six-wheelers, but inspection of Messrs. Hans Renold's exhibit shows that the principle use of the chain in the commercial motor industry is for auxiliary drives, in connection with which its employment is very much on the increase. For such purposes the chain is silent and has a long life. For example, a Renold camshaft chain has just completed a

mileage of 136,000 miles on an omnibus in regular service at Bristol.

Steam and Electric Vehicles.

About the usual number of steam-driven lorries were exhibited. These in their most modern and improved forms are fully retaining and even increasing their popularity. This fact was well illustrated by the Sentinel exhibit, which consisted of five "Super-Sentinel" waggon, every one of which was a repeat order from some important firm already in possession of several Sentinel vehicles. One of the exhibits was the thirty-second Sentinel to be supplied to the famous caterers, Messrs. J. Lyons, & Co.

There were a few exhibits of electric vehicles, but these do not call for special notice, with the exception of the Ransome electric runabout crane. This is a most useful machine in docks, large warehouses and the like. It tra-

vels, turns, hoists and derrick under its own power and turns about its centre like a turntable. It can operate under conditions beyond the capabilities of other cranes, as, for instance, confined places and tortuous passages and in and out of the doorways of warehouses and workshops. All the operations of the crane are controlled by the driver from his seat, the load being always within his view. The crane is made in three sizes, having lifting capacities of 7 1/2, 15 and 20 cwt. respectively.

HAND BRAKES POOR.

Seventy per cent. of some 200 emergency brakes tested at random recently by the Bureau of Standards in Washington were classed as poor, while only 6.3 per cent. really made a creditable showing.

SLOW DOWN AT GRADES.

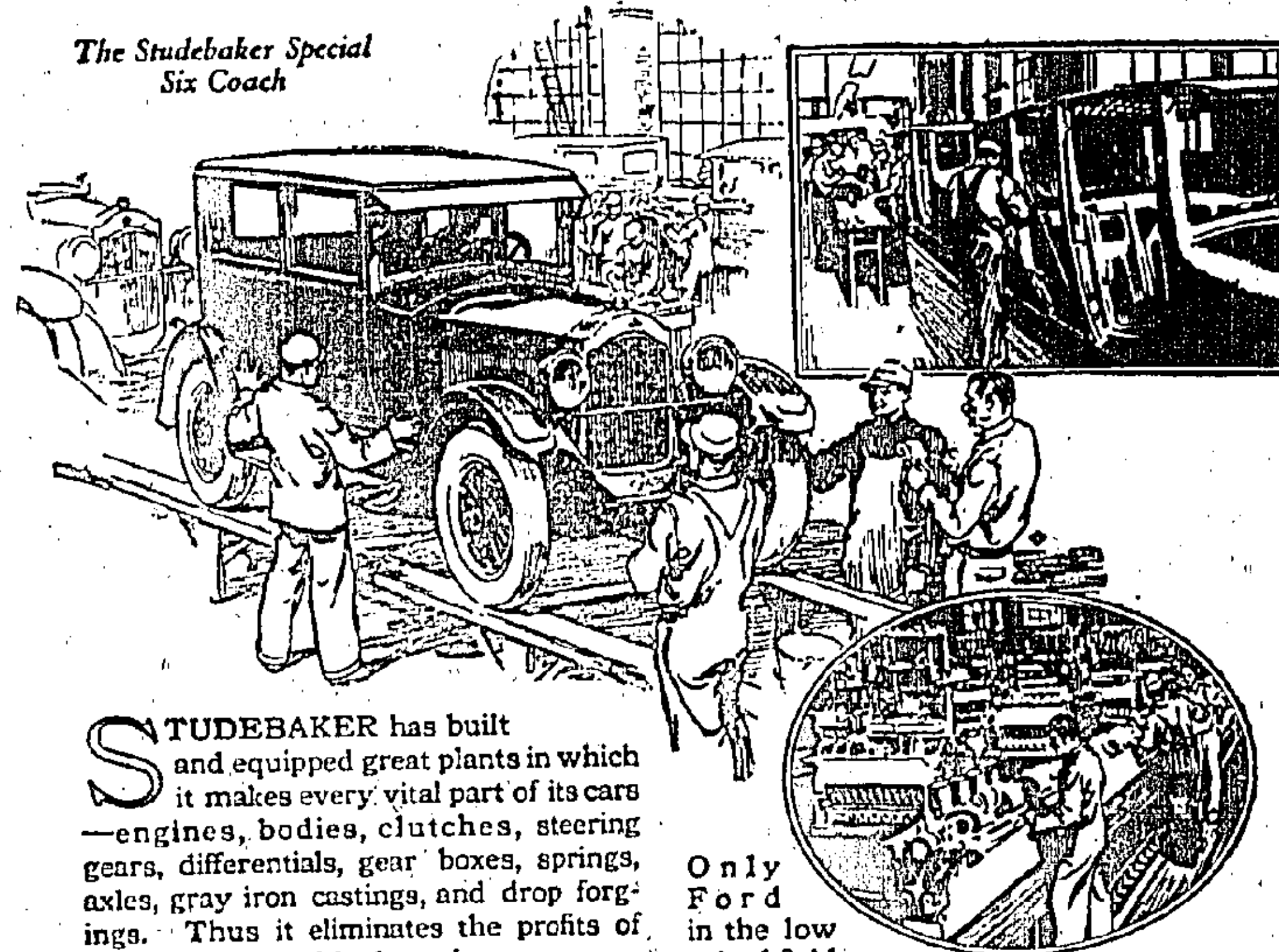
Another way of reducing accidents at grade crossings, is to pass a law compelling motorists to slow down to 10 miles an hour when within 300 feet of the crossing. This idea is presented by George M. Graham, chairman of the traffic planning and safety committee of the National Automobile Chamber of Commerce.

TO CHART MAPS.

Recreational maps of the states of Washington, Idaho and the Province of British Columbia are to be made by the Automobile Club of Southern California. The maps will show roads, lakes, streams and county and state lines.

Mammoth Factories Give Studebaker "One-Profit" Values

The Studebaker Special Six Coach



STUDEBAKER has built and equipped great plants in which it makes every vital part of its cars—engines, bodies, clutches, steering gears, differentials, gear boxes, springs, axles, gray iron castings, and drop forgings. Thus it eliminates the profits of outside parts and body makers.

One-profit manufacture not only effects savings which allow Studebaker to use better materials and workmanship, but it ensures perfect co-ordination of units. For every Studebaker part is designed and produced under the supervision of Studebaker engineers.

Only Ford in the low priced field and Studebaker in the fine car field produce cars on a one-profit basis. Studebaker "One-Profit" cars offer more in value, performance and endurance because of the conditions under which they are manufactured.

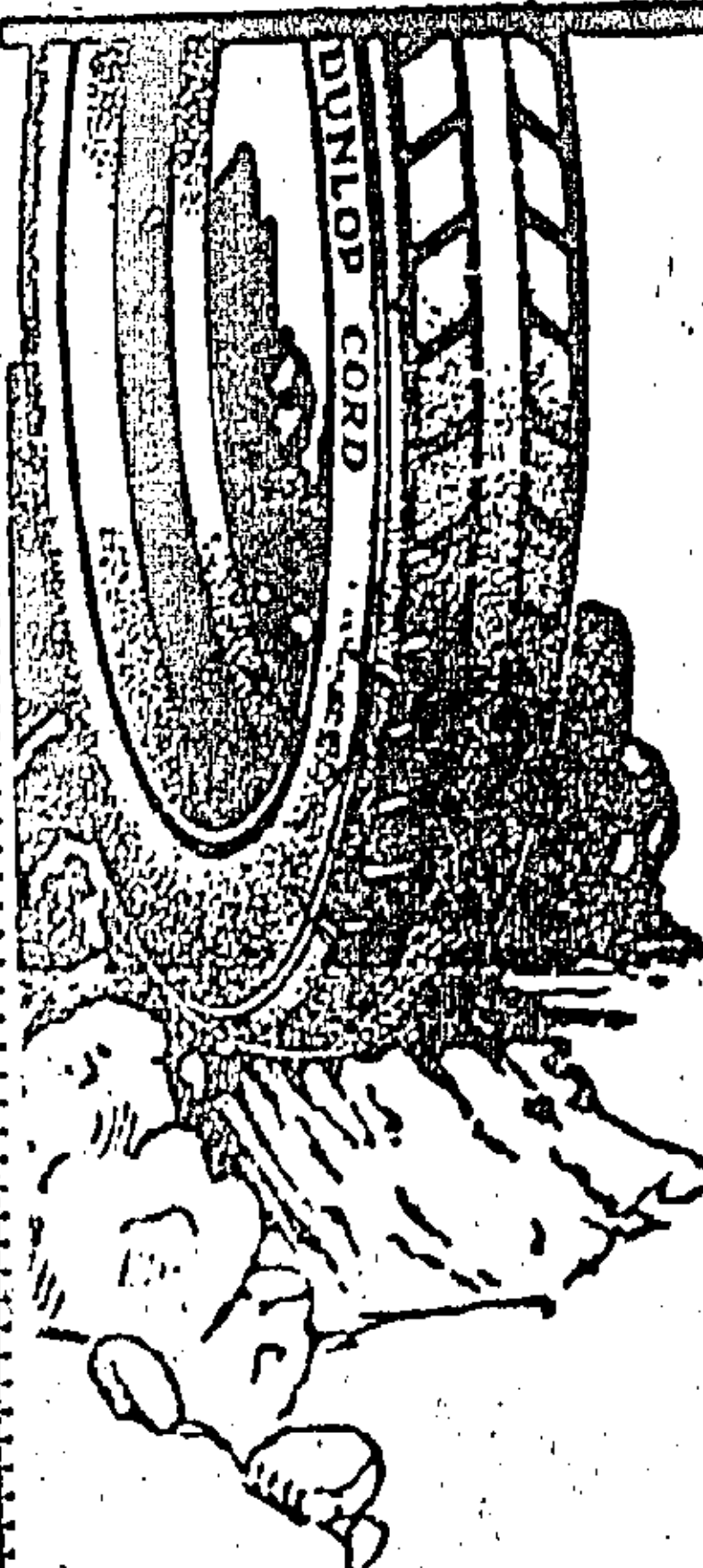
STUDEBAKER, South Bend, Ind., U. S. A.

THE HONGKONG HOTEL GARAGE
(THE HONGKONG & SHANGHAI HOTELS, LTD.)
SALES SERVICE
Tel. C. 4759 Tel. C. 4602

STUDEBAKER
BUILDERS OF QUALITY VEHICLES FOR 73 YEARS

A Fine Product and a Fine Policy
There are no finer tyres than

DUNLOP CORDS



They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER Co., (China) Ltd. HONGKONG HOTEL GARAGE, Distributors.
Hotel Annex Building. Telephone Central 4554. Telephone Central 4760.

TWELVE MILES PER HOUR SPEED LIMIT.



The above is the main street in Dayton, Tenn. U. S. A. where the mileage limit makes motorists justly indignant.

BRITISH MOTOR CYCLES.

TWO NEW B.S.A.'S.

Since B.S.A. motor bicycles were not shown at Olympia this year, keen interest will be taken in the announcement of the 1926 programme of B.S.A. Cycles, Ltd. (Proprietors: The Birmingham Small Arms Co., Ltd.), England, which includes two new models, the 2.49 h.p. de Luxe and a 4.93 h.p. model.

The 2.49 h.p. de Luxe model is similar in design to the standard model, but has a specially designed B.S.A. 3-speed gearbox, Terry spring seat saddle, 2½ in. tyres, grease-gun lubrication, and other refinements usually only found on more expensive machines. It is outwardly distinguished from the standard model by its black tank, lined with gold. This model has been produced with the idea of marketing a reliable de Luxe machine at a weight well within 200 lb.

The B.S.A. 4.93 h.p. motor bicycle has been designed in response to the demand for a 500 c.c. dual purpose mount, and has all the desirable qualities of a first-class solo and combination machine.

The B.S.A. range is still the most comprehensive offered to the public by one firm, and includes, for 1926, thirteen models of six different horse-powers and a complete range of B.S.A. sporting and touring sidecars and commercial carriers. This year the B.S.A. commercial sidecars can be fitted, at a small extra charge, with a special arrangement which enables the bodies to be quickly changed for a touring sidecar.

The constantly broken sales records of B.S.A. motor bicycles testify to the amazing popularity of these sturdy machines, while their constant successes in reliability trials and competitions at home and abroad are convincing evidence of their reliability and strength.

UNIFORM TRAFFIC CODE.

TO MAKE DRIVING SAFE.

California may lead the United States in the adoption of a traffic code that has been recommended for uniform use throughout the country.

This code, presented at the recent meeting of the National Conference of Commissioners on Uniform State Laws, would make motorizing easier for tourists in strange states because of the uniformity of laws resulting from it.

Since California is considered a leader in modern traffic regulation, most of the laws of the new code are practically repetitions of the California laws. Thus, a change to the uniform code would inconvenience the motorists less in this state than in other states.

Traffic laws at present are as different as there are states in the country. The result is that drivers find trouble conforming with laws of states in which they happen to be strangers.

The new traffic code would abolish state lines, in this respect, and would make traffic regulations practically the same all over. The only differences among the state laws would apply to local conditions where definite rulings would have to be made to cover the situations.

In general, however, the regulations would be the same and would make driving and traffic control so much easier.

Gurney E. Newlin, a California commissioner, is chairman of the committee on the proposed traffic code, and J. Allen Davis, of the legal department of the Automobile Club of Southern California, is assistant.

The code is expected to be approved by the Hoover conference on traffic and highways and recommended to all states for adoption. In such event, it is believed, the code stands a good chance of being taken up by more than half of the states by

TRAFFIC PROBLEM.

CITY PLANNING AS SOLUTION.

City planning is seen as a solution to the traffic problems of the smaller towns.

Small towns, with a rapidly increasing number of automobiles, can solve their future traffic problems by planning for wider streets and more parking space on main travelled streets.

"The outstanding fact revealed," says Alvan Macauley, president of the Packard Motor Co., who has made a study of traffic problems in relation to city planning, "is that the important traffic streets are inadequate for either moving or stationary vehicles."

"There is no logical relation between the width of important streets and traffic use of them in more than 200 cities studied."

"The smaller cities can still prevent the conditions which must otherwise be inevitable by making full use of the experience gained by larger cities."

"It is cheaper and easier to plan than to replan or to build than to rebuild."

AGAINST EXCISE TAX.

"Automobile manufacturers are planning a campaign to urge the government to remove its special war-time excise taxes on motor vehicles. This is a 5 per cent. duty on passenger cars, 3 per cent. on most trucks and 2½ per cent. on parts."

1927, when 36 of the legislatures are due to meet.

The code is the result of combined efforts of many able lawyers, safety organizations, motor clubs, traffic executives, automobile manufacturers, state highway officials, the federal road department and the U. S. Bureau of Standards.

LORRIES DE LUXE AT OLYMPIA.

PNEUMATIC TYRES AND FOUR-WHEEL BRAKES.

By Capt. E. de Normanville

In The Daily Chronicle.

Probably because there was no commercial vehicle exhibition last year, the one now being held at Olympia seems to be attracting more people than usual.

The exhibition remains open till Saturday, from 10 a.m. to 10 p.m., the admission being 2s., except on Saturday, when it is only 1s. I should say that it is the largest aggregation of utility motor vehicles ever staged. There are over 60 different makes, mostly petrol driven, but there are many which are steam or electric driven.

It is computed that since the last commercial motor exhibition nearly 50,000 new trader vehicles have been upon the roads. One point which stands out as you study the exhibits at Olympia is the fact that they are built to last.

This might be copied to a greater extent in the private car world. I was surprised to learn that many of these vehicles think nothing of a regular 20,000 miles a year, and some are scheduled for a steady 30,000 or even 40,000 miles per annum.

Charabancs, De Luxe.

The two chief changes in design appear to be the more general adoption of pneumatic tyres and the definite adoption of four-wheel brakes.

Now that the added safety of four-wheel brakes has been so fully demonstrated on private cars, it would appear probably that a similar development will follow in commercial vehicles world.

A minor item also tending to the greater safety to these vehicles is the general tendency to build them lower, thus reducing the danger of turning over. Lower frames are a feature of many of the exhibits.

The visitor to Olympia can inspect a wonderful range of commercial vehicles. To the average person the charabancs will have the greater appeal, and some of them—the Leyland is a particularly good example are excellently fitted and really comfortable.

Amongst the exhibits which attracted my special admiration were the Renault range, the clever design of the F. W. D., the new Thronycroft A1 chassis, the new F. I. A. T. models, the reduced prices of which make them better value than ever; and the excellently finished Bean vehicles.

New prices for Fiat Commercial vehicles become effective on October 29. They are as follows: For the 15 cwt. model, chassis £210, the Windsor box van £275, the Regent box van £295. The 25 cwt. box van, chassis £320, complete, £405; drop-sided lorry, £390. The two-ton chassis is £450.

£35,000 MOTOR FOR MAHARAJAH.

London—What must be the most magnificent and costly automobile in the world has just been constructed for the Maharajah of Patiala, a reigning Indian Prince who visited London recently.

Made large to the Maharajah's own design, the automobile cost more than £35,000 to build, and embodies features hitherto undreamed of.

It is a 50 horse-power open touring car of the sports type, and has been built for sporting and hunting purposes. It has been painted in a camouflage colour of khaki, yellow, green, grey and blue colours.

Some details of the equipment of this automobile "de luxe" are: Pure white ivory used for the steering wheel, steering column, and gear and brake handles. A bulbous back to carry spare tyres and a drinking water tank. Mahogany cabinets to carry four days' provisions and containing space for wines and a Red Cross outfit. Searchlights for pursuing game at night, and gun rests on each side of the car.

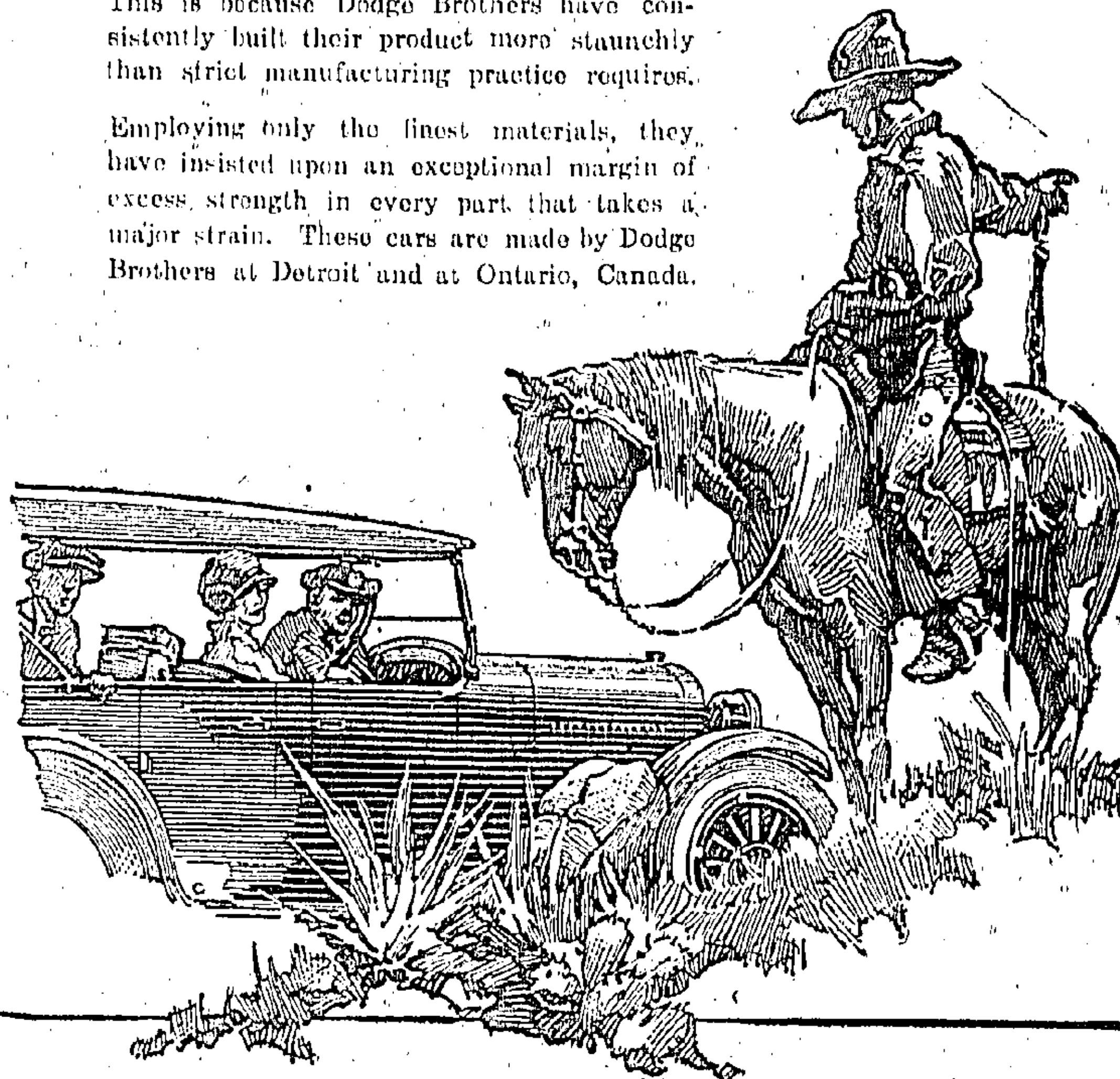
Below each door is a light which automatically switches on when the door is opened and illuminates the step, while a buffer bar is attached to the front of the automobile to force a way through dense bush or fend away stampeding animals.

SOUND VALUE

Day in and day out, in all parts of the world, Dodge Brothers Motor Car serves its owners faithfully and at low cost.

This is because Dodge Brothers have consistently built their product more staunchly than strict manufacturing practice requires.

Employing only the finest materials, they have insisted upon an exceptional margin of excess strength in every part that takes a major strain. These cars are made by Dodge Brothers at Detroit and at Ontario, Canada.

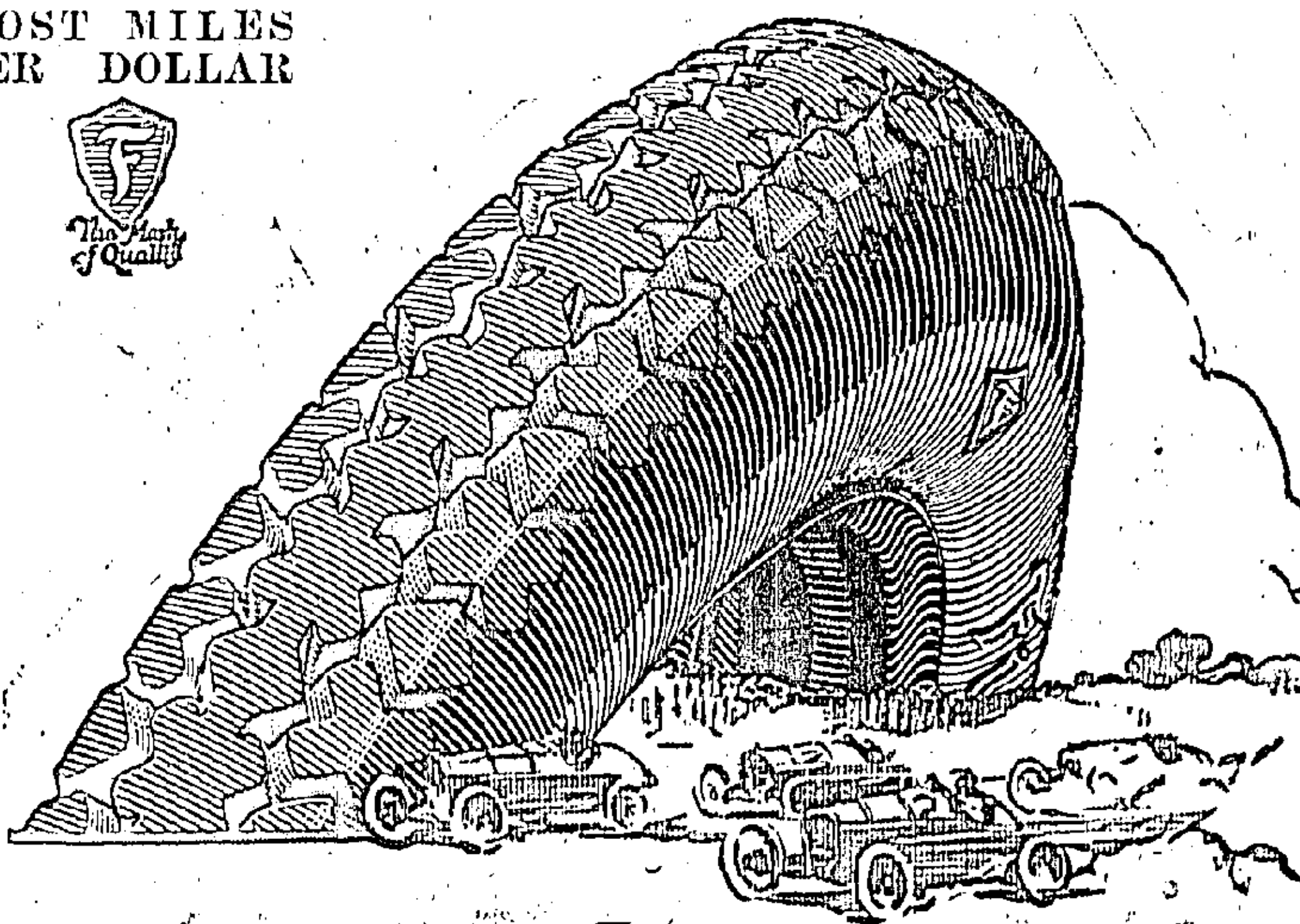


The Dragon Motor Car Co., Ltd.

Registered Head Office and Show Room:

33, Wong Noi Chung Road, (Happy Valley).....Central 1246 or 1247.

MOST MILES PER DOLLAR



STRENGTH to Resist Friction.

Both Firestone Tyres and Firestone Tubes give stout resistance to heat because Tubes are built with remarkable power to withstand the heat of friction caused by fast driving.

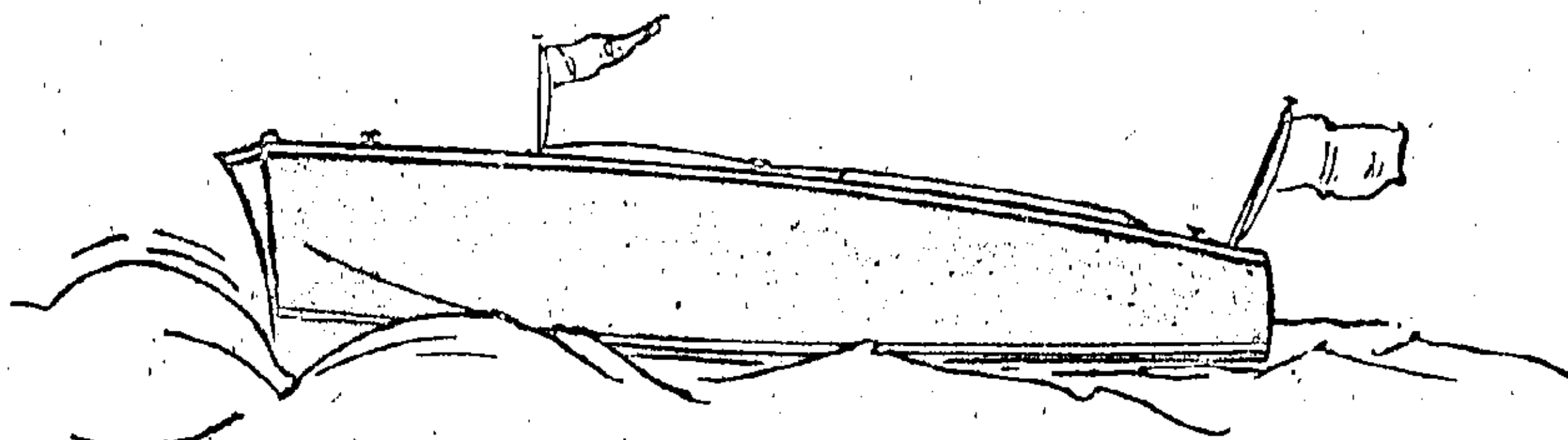
The tyres are protected against the bad effects of heat by the famous Firestone process of Gum-Dipping, and safety equip your car with Firestone Gum Dipped Cords and Steam-Welded Tubes.

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Firestone

16 KNOTS



AILSAS CRAIG

FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD.

Sole Agents.

We sell the chosen cycles of the day
1926 and fully equipped.

A. J. S. 2 $\frac{1}{2}$ and 4.98 H.P.
TRIUMPH MODEL P. & S. D.
INDIAN PRINCE and SCOUT
(STOCK CARRIED)

**DON'T FORGET SERVICE AFTER
SALES, AND MUCH OF IT
FREE!**

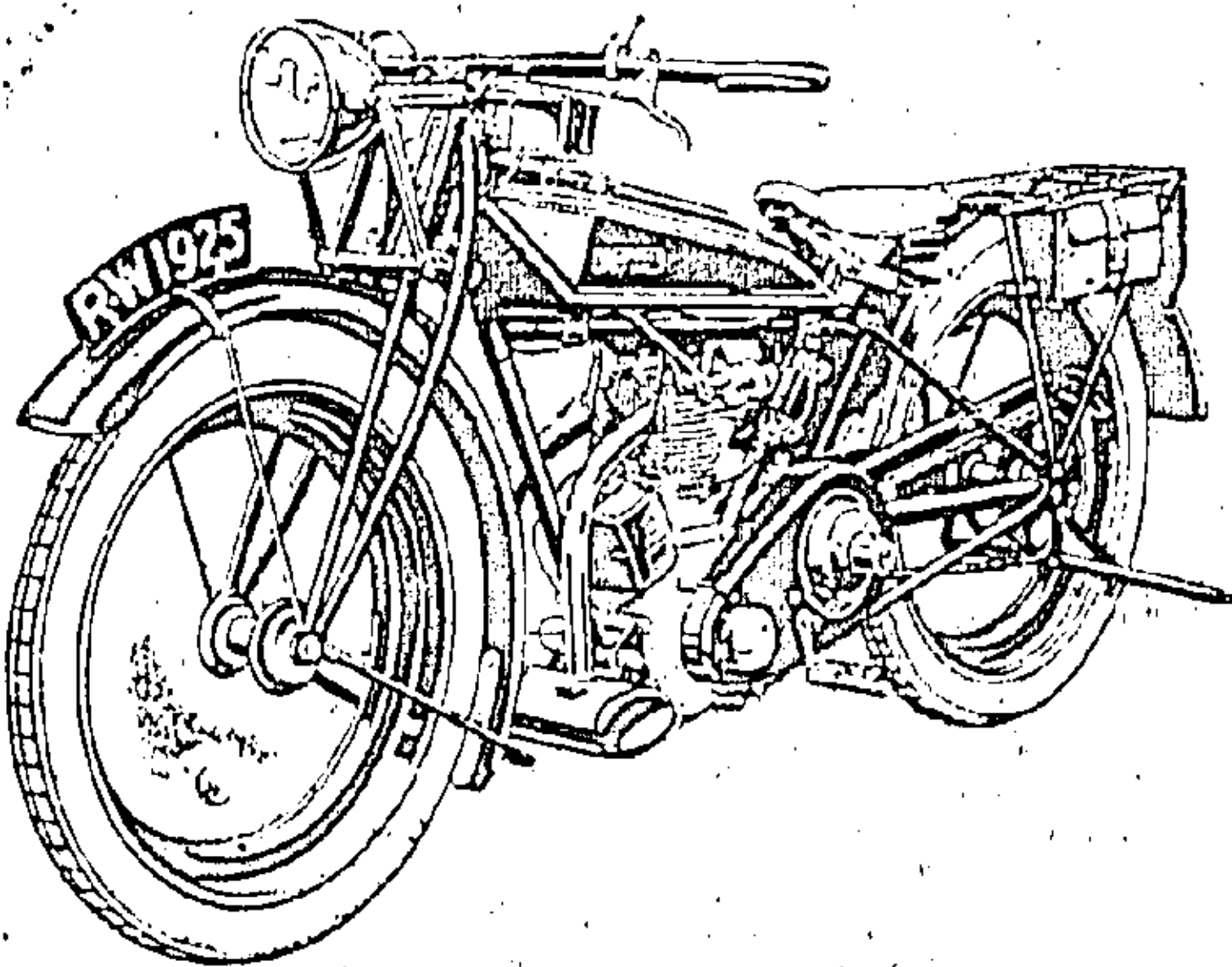
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Show Room No. 1A, CHATER ROAD,
OPEN SATURDAYS AFTERNOON till 5 o'clock.

**Rudge-Whitworth
Four Valve Four Speed**

MOTOR CYCLES



NEW STOCKS ON HAND

ALL ELECTRICALLY EQUIPPED
3.46 H.P. \$485.00 4.99 H.P. \$525
4.99 H.P. Combination \$775.00

RUDOLF WOLFF & KEW, LTD.

54, Queen's Road, Central.

Phone C. 2173.

A NEW GERMAN INVENTION.



The Aeromobil. This new German invention is a combination automobile and aeroplane. After a flight the propeller can be removed, the wings folded up and the plane driven to the family garage.

FIRST AUTO IN U. S.

26 MILE RUN IN 1892.

Elwood Haynes' bid to fame as the first American automobile designer and chauffeur has been challenged by Dr. David Starr Jordan, chancellor of Stanford University.

Kokomo, Ind., exhibits as hero of the first tour a little consumptive "bug" built and driven by Haynes in that city.

The famous non-stop dash of one mile and a half took place on July 4, 1894.

First Auto.

According to Dr. Jordan, the first regular going machine was built in San Francisco and its first ambitious hop was through the Santa Clara valley and up to the top of Mt. Hamilton, a distance of 26 miles and a height of 4,400 feet.

"In the interest of scientific accuracy," says Dr. Jordan, "I have undertaken to correct a story that the first automobile ride took place in Kokomo in 1894."

"I recall a day in October, 1892, when in San Francisco I was given a lift from the depot by a man named Elliott in a self-propelling vehicle called by the name which still sticks to it, automobile."

"He had built it from designs in a French technical journal."

"Elliott wanted to test it on a long trip and up-hill. He asked me to go with him to the top of Mt. Hamilton and I agreed."

Starts Journey.

"One October morning he called at Stanford and picked up Professor A. W. Smith, head of our mechanical engineering department, and myself."

"Nothing exciting happened on the long, winding road up the mountain except once."

"On a sharp turn near San Isabel, Elliott nearly upset us."

"I jumped out to be prepared to grab the vehicle and keep it from rolling down the canyon."

"There were numerous stops for water and time to cool off."

"Coming down was easier, except that I remember we wore out all the brakes and arrived at the bottom brakeless and breathless."

"But we made the trip up and back in a day and had proved that a horseless carriage could keep up a long journey and climb a mountain 4,400 feet high."

Queer Machine.

"Elliott's machine was a queer little affair, made of a one-seated buggy, with small wheels. It was devoid of anything fancy like a top or rubber tires."

"As I recall it had two cylinders and a very troublesome steering apparatus."

There is no account of Elliott's car in current works on the early days of automobilism, and Dr. Jordan's challenge rests upon his unimpeachable reputation as a world-famous scientist.

TRIUMPH CYCLES.

IMPROVEMENTS IN THE
MODEL "P."

No other motor cycle has been favoured with greater popularity than the model "P." Triumph, introduced at the beginning of the 1925 season, and output has reached phenomenal figures. It has been criticised from more than one quarter, but such criticisms we are afraid, in the majority of cases, have been inspired, as it is generally conceded by owners that it is one of the finest machines that has been turned out by the Triumph factory. This in spite of its extremely low price. Certain improvements for 1926 have been effected, dictated by constant experiments and road experience. These are of a minor nature, barely noticeable from a casual glance, but in the aggregate they combine to make a better machine and better value than ever.

The most observable alteration is the adoption of an internal expanding front wheel brake. This is far more efficient than the old form of contracting band, and a short description will probably interest all Triumph riders:

Within the drum lies a continuous spring steel band faced with friction material. One end of the band is fixed to an anchor plate, whilst the other is expanded outwardly by the brake operating lever. When the brake is applied the rotation of the wheels tend to expand the band even harder against the drum, thus giving a powerful yet sweet braking action.

The clutch also has been modified. It remains of the multiple plate dry type, having floating friction rings, but the control instead of being by means of two cam levers working in opposite directions, is now by a lever operating a push rod which passes through the centre of the main gear shaft. A steel ball between the push rod and lever takes the thrust. In order to prevent oil from the gear-box from reaching the plates, a special oil-retaining thimble has been added within the body of the clutch.

The engine remains as before, with the exception that valve guides are now fitted, and the front forks, backstays and stand have been strengthened.

FOR ALL THE GAS.

When you want all the gas you can get, going up a hill, use the hand throttle. The floor board may stop the pedal control from giving you maximum feed.

HIGH EXPORT TRADE.

Sale of American automotive products abroad reached 12 per cent. of the total production last year. American automobiles and trucks bought abroad amounted to 465,000.

NEW ALUMINIUM ALLOY.

USED BY CADILLAC COY.

A new type of aluminum alloy casting for bearing caps, formerly used only in aviation engines, is now used by the Cadillac Motor Car Company on the three main bearing caps of its crankshaft.

Former practice was to use an alloy of aluminum with copper, which had the required stiffness, but needed to be reinforced with a steel plate. In the new practice a quality of aluminum known as Y-metal, with a mixture of nickel, copper and magnesium, is

cast in a steel die instead of in sand, a far more accurate method. Afterwards it is heat-treated. In this process the caps are cast much closer to size, are more uniform and require less finishing, thereby reducing cost.

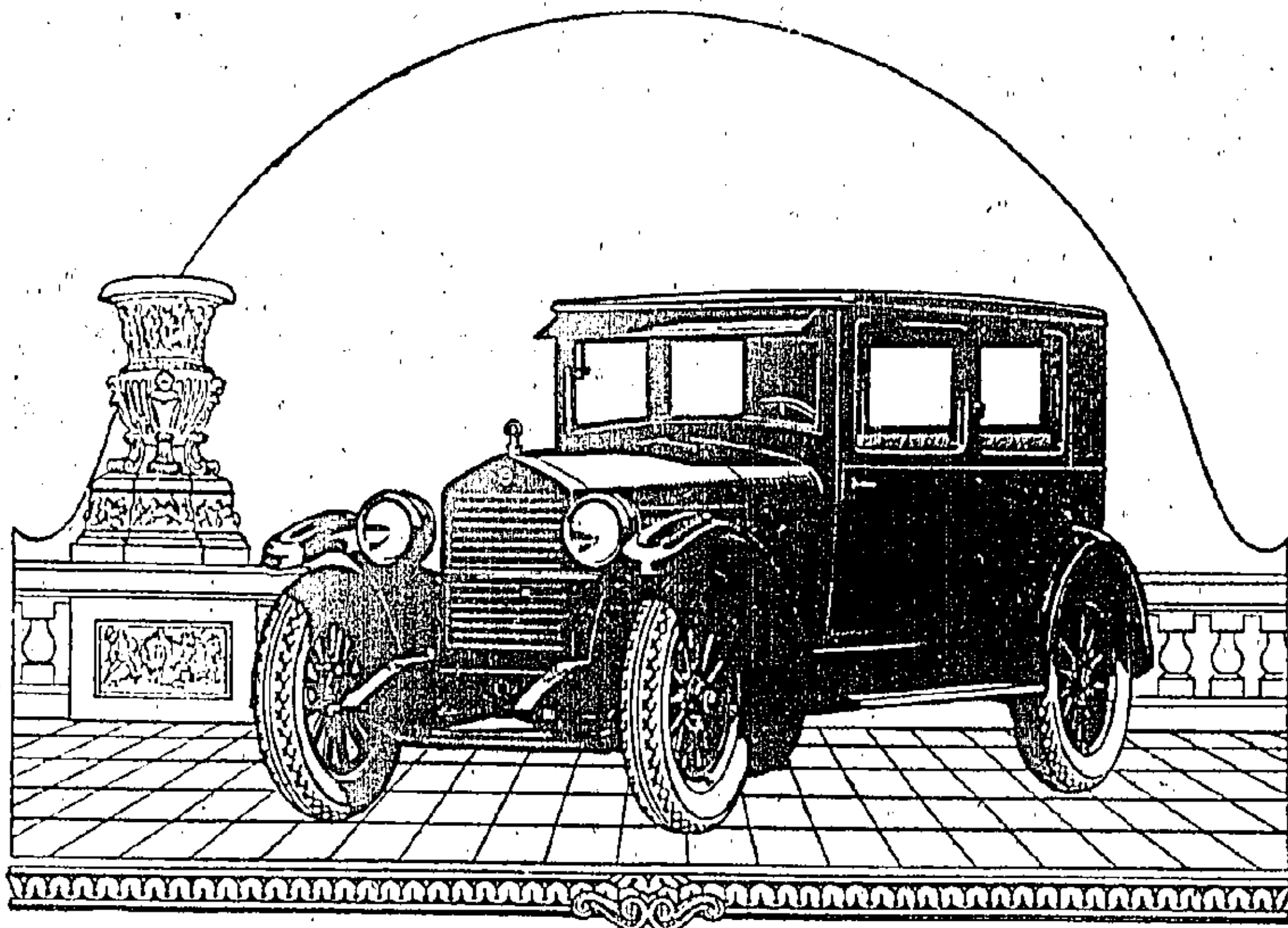
"Only within the last five or six years has the heat-treating of aluminum, the same as of steel, become a production method and it is not yet in general use," according to L. A. Dana, Cadillac metallurgist. "With the process used in our bearing caps it is possible to obtain a breaking strength up to 45,000 pounds per square inch."

"The process," he continues, "is one of the methods by which Cadillac has been able to produce

the new car with better quality and less cost."

The metallurgical department of the Cadillac Motor Car company is a great laboratory in which tests are made of all materials used in the car and in which new and improved classes of metal are discovered for use.

To-day in the new Cadillac foundries even the sand is carefully analysed. Five different kinds of sand are required for work in the iron, aluminum, bronze and brass foundries. Even the analysis of the sand and control of its quality has a vital effect upon the quality of the castings and in the amount of subsequent work required in the manufacturing processes.



The Five-Passenger Essex Coach = \$2,000

The Five-Passenger Essex Touring = \$2,000

The world's largest production of 6-cylinder closed cars now makes possible the finest Essex ever built, at the lowest price in Essex history.

Built by Hudson, Essex not only shares the advantages of the famous Super-Six patents, but also the value-building supremacy of their enormous combined production. Only among far higher priced cars will you find comparison for Essex quality, its long-lived performance and riding ease.

Hudson-Essex, Now World's Largest 6-Cylinder Cars

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in-Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

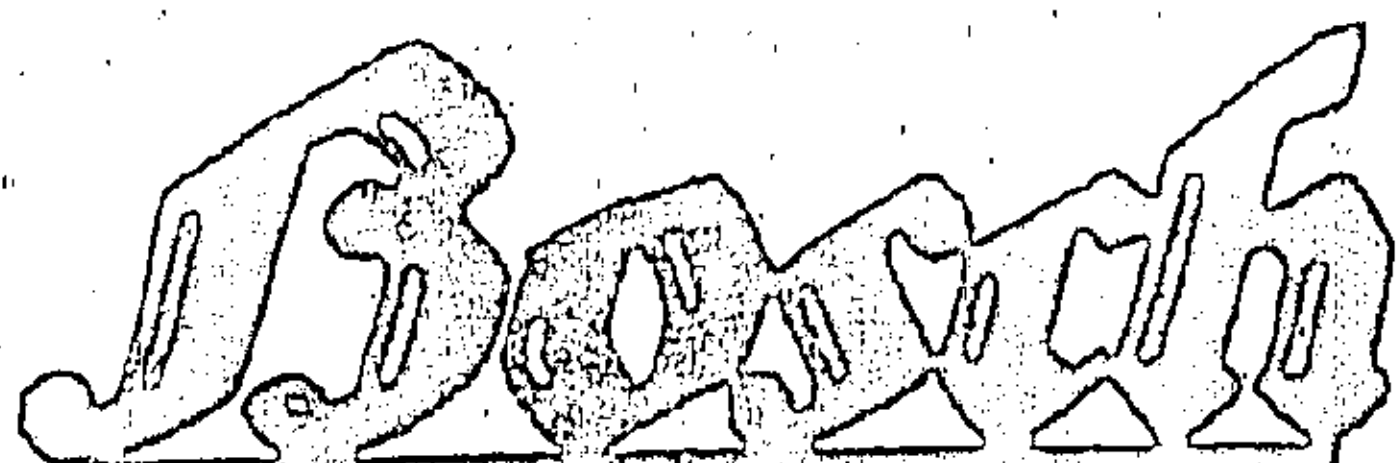
BUICK

VALVE-IN-HEAD MOTOR CARS

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Vœux Road Central.



BOSCH SPARK PLUGS:

Made in many different types and admirably adapted to the varying designs and operating conditions of motor cars and motor cycles:

r 1212 e 18 m m for cycles..... \$1.00
r 1616 e 1 1/2" for Ford..... \$1.00
r 1616 e 1 1/2" m m motor cars..... \$1.00
r 2212 e 18 m m for motor cars \$1.00
r 2218 e 18 m m for motor cars \$1.00

BOSCH PRECISION SPANNER:

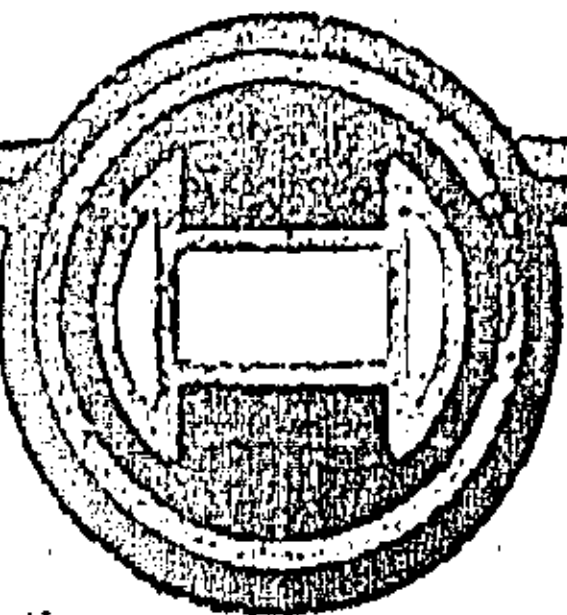
A tool required by every driver and mechanic. Jaws opened and adjusted with one hand. Lock nut fixes position of jaws. Positive stop prevents opening spanner too wide. 5-1/4 inch..... \$2.10

Platinum Points (B) For Motor Cycles
Short..... \$4.00
Long..... \$4.00
Platinum Points (Z) For Motor Cars:
Short..... \$7.50
Long..... \$7.50

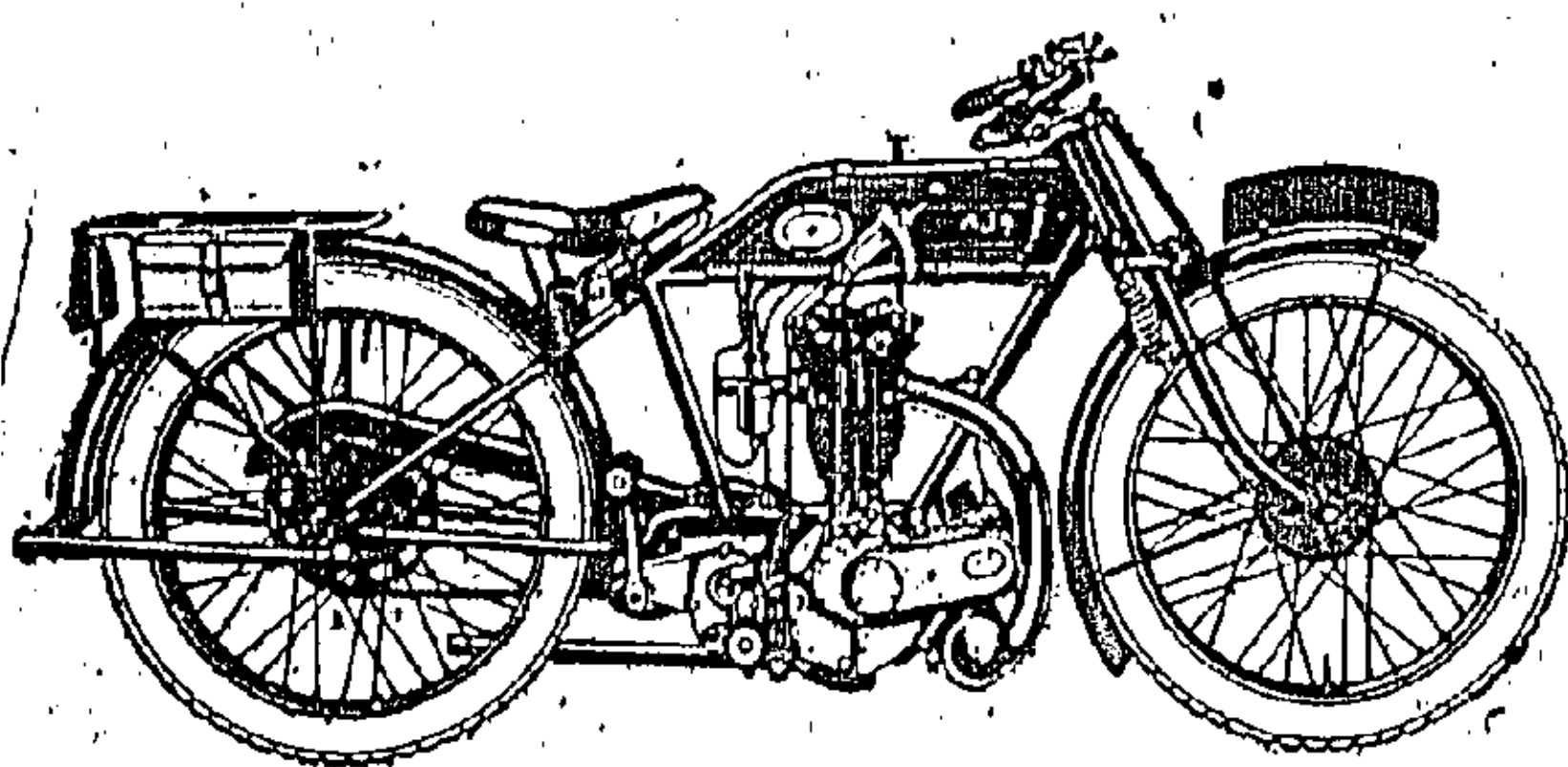
THE DRAGON MOTOR CAR COMPANY, LIMITED.

Telephone Central 1246, or 1247.
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Pay close attention to the name of
ROBERT BOSCH
and this



A. J. S. LATEST!



A. J. S. 4.98 h.p. Overhead Valve Sporting Model G8 Electric.

Engine (84 x 90 m. m. 498 c.c.)

Lucas Magneto complete with Ammeter.

Gear Ratio 4.6 to 1 on high.

Handlebars, Semi T.T.

Saddle, Terry.

Mechanical Oil Pump. Auxiliary Hand Pump.

Weight 274 lbs.

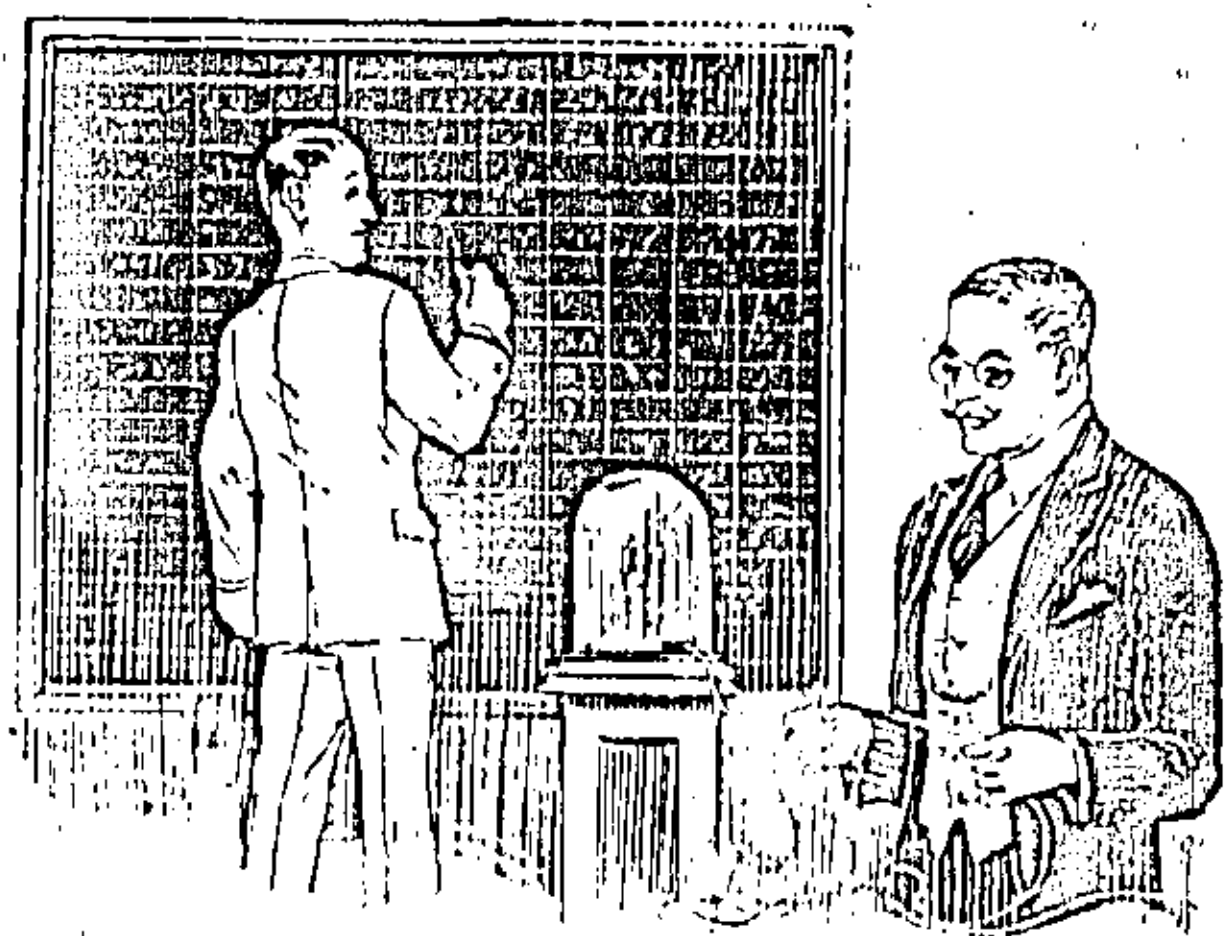
This cycle is tuned to do 80 M. P. H.

To be seen at our show-room at No. 1A, Chater Road.

Alex. Ross & Co. (China), Ltd.

Show Room No. 1A, CHATER ROAD.

OPEN SATURDAYS AFTERNOON till 5 o'clock.



You Don't Gamble

when you buy a Used Car
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EVERY Used Car by The Dragon Motor Car Co., Ltd. has 15 years of reputation behind it. Whether you pay \$1,000 or \$2,000 for one of our cars, you're SURE of getting the best car obtainable at the price you can afford. Why take a chance, when you can buy your car here and PLAY SAFE?

The Dragon Motor Car Co., Ltd.

33 Wong Nei Chung

Happy Valley.

No other
Motor Spirit
at any price
costs so little
per mile

AS

"SHELL"

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN ENGLAND.)

WAREHOUSE ON WHEELS.

NOVELTIES IN BRITISH MOTOR VEHICLES.

Nowadays the up-to-date commercial traveller takes with him on his journeys his own office, warehouse, and hotel (complete, except for bathroom and servants).

Such was one of the developments in commercial vehicles of the latest type on view at the Commercial Motor Transport Exhibition at Olympia this year. Over £2,000,000 worth of vehicles exhibited, and the exhibition easily the largest ever held in the world.

These include many luxurious and practically accident-proof passenger vehicles, ranging from the superb charabanc, costing £3,000, to the desert motor-car, built on the tractor principle, for use over the miles of sand waste in the Near East.

Horses Must Go.

Speaking at the luncheon given in connection with the exhibition by the Incorporated Association of Retail Distributors, Sir William Lettis, president of the Society of Motor Manufacturers and Traders, said the horse had to be swept from the road as quickly as possible, and motor transport provided for every branch of commerce.

The day was coming when retailers would not only have to distribute their goods through their own town, but throughout the country, and for this reason it was immensely important that new roads should be made and the present roads kept in a perfect state of repair.

There was a movement on foot to divert the money paid by motorists to other purposes. Accumulated funds amounting to between £15,000,000 and £20,000,000 had been obtained from the taxation of motorists, and this money should be used to no other purpose than the building of new roads and the maintenance of present roads.

Sir Sydney Skinner congratulated the motor manufacturers on the wonderful improvement that had taken place in the last two years. He did not think that they had anything to fear from foreign competition in certain grades of their business.

There were, he believed, retrograde people in this country who were going back to horse traffic. It was almost inconceivable, but perhaps they had some reason.

Traders were very seriously concerned about their delivery costs. They wanted a 15cwt. vehicle able to carry their traffic economically, and they wanted a British production.

MORE FOR HIGHWAYS.

Figures of receipts and expenditures compiled by the American Bureau of Public Roads show that twice the percentage of auto taxes was used for highway improvement in 1921 than in 1924. Of the 1921 tax receipts, 10.6 per cent. went to highways.

207 PEOPLE KILLED IN 3 MONTHS.

NEARLY 24,000 TRAFFIC ACCIDENTS.

During the three months of July, August and September this year, 207 persons were killed in the Metropolitan police area. A statement issued from New Scotland Yard shows that all but 13 of these fatalities were caused by mechanically propelled vehicles.

The numbers were as follows:—

Omnibuses	31
Motor-cycles	31
Tramcars	9
Private cars	53
Trade vehicles	61
Cabs	9

Horse-drawn trade and commercial vehicles were responsible for nine deaths, and pedal bicycles for four.

In addition to the above fatal accidents, 23,489 accidents in which people were injured were reported to the police. They included:—

Private cars	6,834
Pedal cycles	3,385
Omnibuses	2,030
Horse vehicles	1,887
Trade cars	4,749
Motor-cycles	2,588
Tramcars	1,174
Taxicabs	965

For the three months ending June the figures were 226 killed and 25,342 injured.

10,800 MOTOR TRUCKS.

GRAHAM BROS' RECORD.

Official figures have been released showing that 10,800 Graham Bros. trucks were shipped in the first half of 1925. This equals the entire 1924 output. This company's daily truck production is 40 per cent. higher at present than in January, and, according to factory officials, is being further increased to supply the demand.

Retail deliveries in June and July held up the record deliveries established in March and April. The 1922 sales of these trucks exceeded the 1921 sales by 154 per cent; the 1923 sales were 105 per cent. greater than those in 1922 and 1924 forged ahead of 1923 by 54 per cent.

BALLOONS IN PARIS.

More than 5,000 taxicabs in Paris have been equipped with balloon tyres. Some 3,200 of them, owned by the largest company, were changed recently from twin-cylinder to four-cylinder cars, and had front wheel brakes attached.

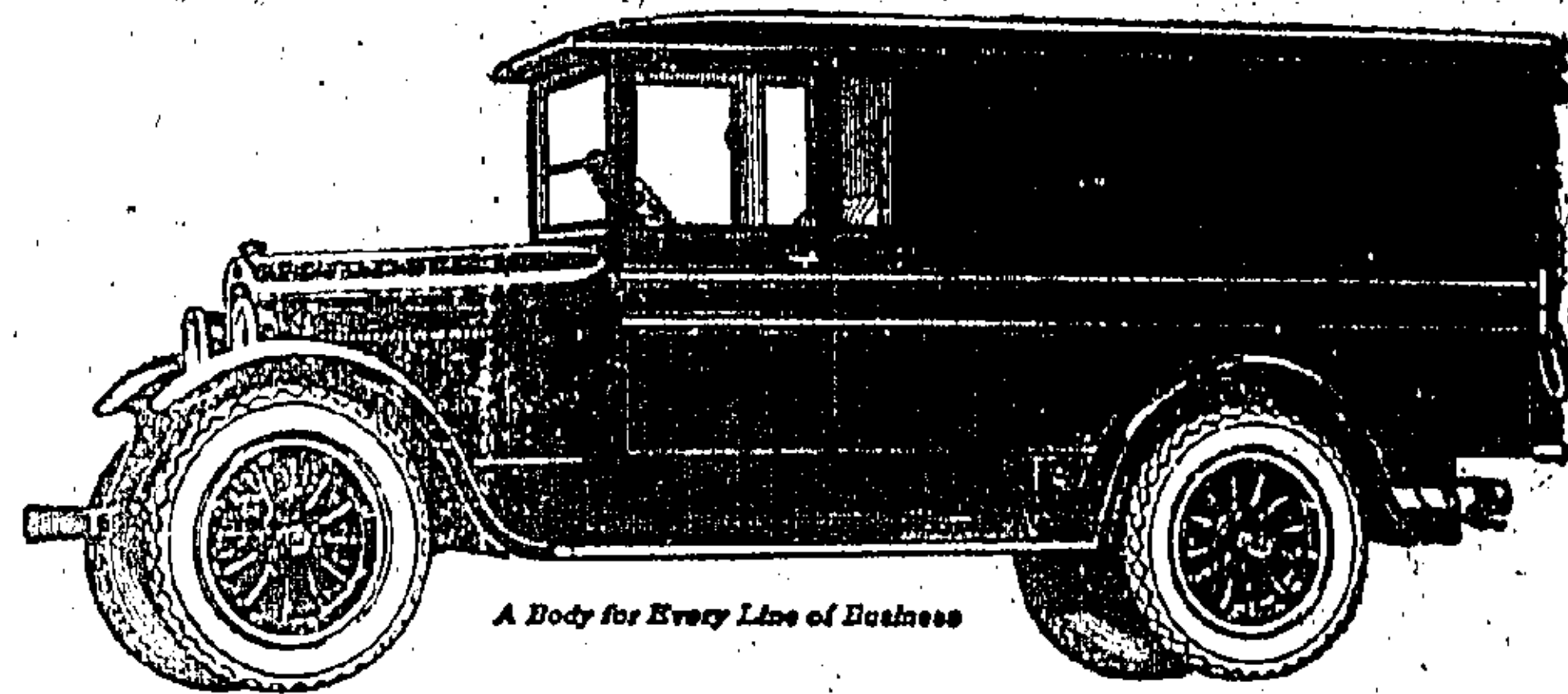
1,600 AUTO BILLS.

The first two months of 1925 saw the introduction in the various state legislatures of more than 1,600 bills relating to the automobile industry.

THE TRAIN WON AGAIN!



That overlasting race for the railroad crossing seems seldom to change in its climax—victory for the train. Yet motorists continue to take the chance. The one owning what's left of this car did, at a crossing near Indianapolis, Ind. He awoke in a hospital.



A Body for Every Line of Business

Proof of Merit

Its record in past years, in 343 different lines of business, stands as indisputable proof of exceptional merit—and this year it is an even better truck than ever before!

1-TON CHASSIS	U. S. C. Y.
BB 130' W. B.	\$ 995
1 1/2-TON CHASSIS	
CB 140' W. B.	\$1,280
FB 150' W. B.	\$1,330
MBM 140' W. B.	\$1,345
LBH 150' W. B.	\$1,395
PASSENGER BUS CHASSIS	
VB 150' W. B.	\$1,900

GRAHAM BROTHERS "A DIVISION OF DODGE BROTHERS"

GRAHAM

BROTHERS

SOLD BY
DODGE BROTHERS
DEALERS EVERYWHERE

TRUCKS

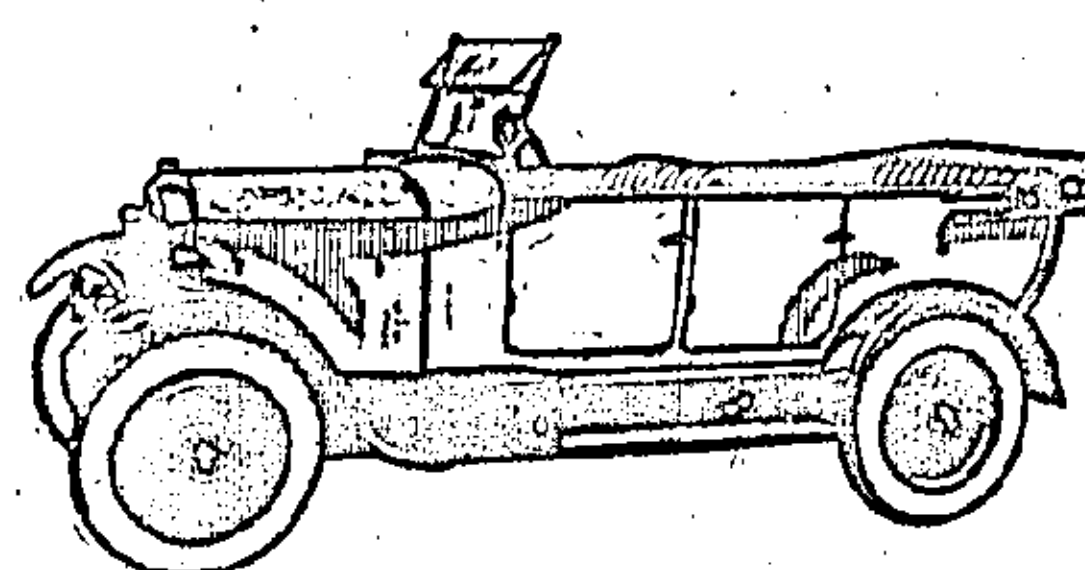
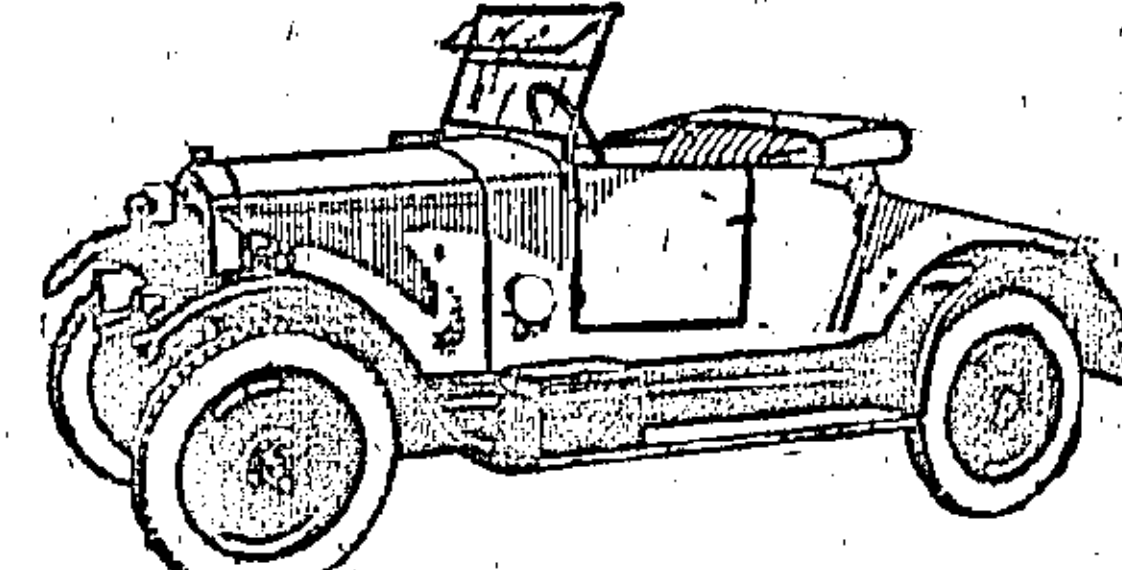
THE DRAGON MOTOR CAR CO. LTD.

33 Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.

1926

SINGER

1926

FOUR SEATER "DE LUXE"
\$2,200TWO SEATER "DE LUXE"
\$2,200

BRITISH THROUGHOUT

OVERHEAD VALVES PNEUMATIC UPHOLSTERY
FOUR WHEEL BRAKES DUNLOP RE-INFORCED BALLOON TYRES
AUTOMATIC WINDSCREEN WIPER 35.40 MILES PER GALLON
COMPLETE ALL WEATHER EQUIPMENT LARGE RADIATOR
SMART, EFFICIENT AND ECONOMICAL

"SINGER"

represents all that is best in British Light Car Engineering.

FOR FULL SPECIFICATION AND DEMONSTRATION

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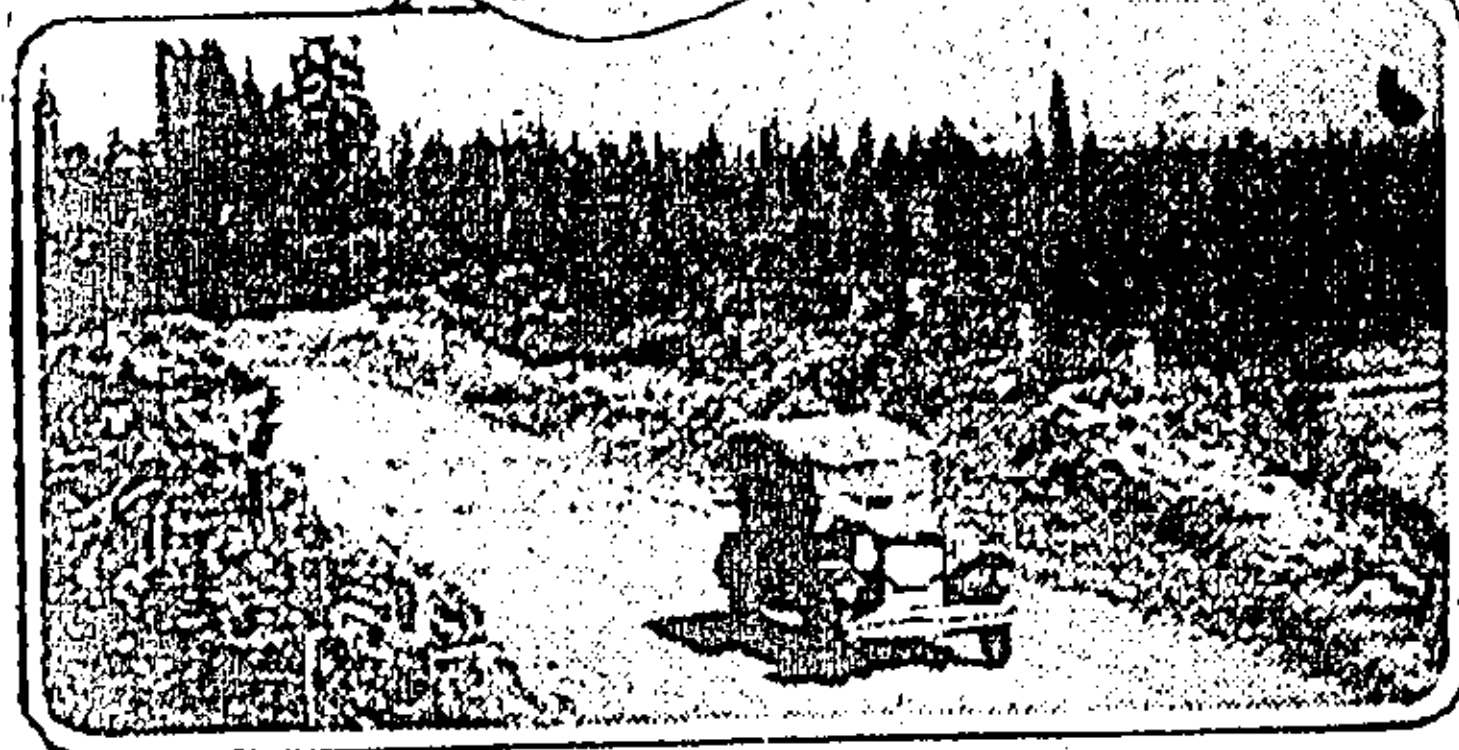
GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

ANTI-KNOCK GASOLINE.



LOADING UP



ON SUMMER TRAILS

CHICAGO — Announcement by the Sinclair Refining Company that it has developed an "anti-knock" gasoline containing no ingredient that does not come out of an oil well, is pleasant news for car owners in this summer season when thousands of motor kypists are crowding the nation's trails. This development, it is said, is the result of more than a year of experimentation in the research laboratories of the company's East Chicago refinery.

Many automobile motors knock especially after carbon has accumulated, and even new motors that develop high compression are subject to this trouble with ordinary commercial gasoline. The average automobile motor now in use develops a compression of about 55 to 60 pounds. The new Sinclair product, it is said, has been tested under a compression as high as 80 or 90 pounds without developing a knock. Several large institutions have conducted these tests, including the Armour Institute of Technology at Chicago.

The product is the result of a modification of the company's cracking process and involves only a slight change in equipment. Marketing, it is announced, will be started in the company's service stations in Ohio, and it is understood will be extended rapidly as volume of output increases.

COAL ALCOHOL

Alcohol from coal is being derived by a new process utilized by a Paris company. From 30 to 40 pounds of the fuel alcohol can be obtained from a ton of coal.

LESS HORSE FEED

Horse feed is giving way swiftly to auto fuel. Consumption of hay in New York, for instance, has decreased from 25 to 35 per cent. in the last year.

BRITAIN'S PREMIER CAR.

FACTS ABOUT MORRIS CARS

OUTPUT 1,500 PER WEEK

Other things being equal, it is the man who can see furthest ahead that is the most successful in business, and there is no doubt that the remarkable success that has been achieved by the Morris car, not only in Great Britain, but all over the world, is due in a large measure to the foresight of its sponsor, Mr. W. R. Morris.

Just before the Great War, in 1913, he was only just starting on the business of manufacturing motor cars. To-day, his factories are in Oxford, Coventry, Birmingham and Le Mans (France), and the total production of Morris vehicles is approximately half the number of cars of all makes that are made in Great Britain to-day. This is all the more remarkable when it is realised that, generally speaking, the design of the Morris car has not changed since 1913, but equally this success gives proof of the fact that the design was dead right in the first place.

Morris Motors, Ltd., were first in the field with a really reliable small car that would go anywhere and do anything, carrying four passengers in comfort. Other concerns have emulated their policy, but Morris Motors, Ltd., had achieved so much experience by the time their competitors started that their product has never had any serious competitor. The basic reasons for the success of the Morris car are that it is a type of vehicle that the public wants; it is economical both to buy and to run; and it is made of the finest materials and by the finest workmanship that can be found in the automobile industry the world over to-day.

It is not a cheap car built down to a price. A study of its design will show that it is a high-grade vehicle, which, being in great demand in its own country, is being built at a price far below that charged for other small cars, because in its construction the best labour-saving machinery is employed, and the large numbers produced enable overhead charges to be distributed until they assume a comparatively low figure per car.

The current range at the present time comprises two chassis, one of 11.0 h.p., known as the Morris-Cowley type, and the other of the same fundamental design, but larger, more robust, more powerful, heavier and faster, the 14.28 h.p. Morris-Oxford type. Both these chassis have 4-cylinder engines, of monobloc construction, with side valves and detachable heads, the top half of the crankcase integral with the cylinder block. Thermosiphon cooling, a large radiator, plunger pump lubrication, an accessible Lucas magneto driven off a cross shaft, a multiple cork inset clutch, and a 3-speed gearbox built in unit construction with the engine are integral and praiseworthy features of the design. All the transmission is enclosed, the torque tube and back axle being built up together and being joined to the power unit by means of a large torque ball about the gearbox.

In the transmission, as in the engine, the latest and most up-to-date design is used, the universal joint being automatically lubricated; the differential is of the 4-pin type, while the final drive is spiral bevel. Both brakes work direct on back axle, the foot brake on the 4-wheel brake model taking effect on both front and rear wheels, while a hand brake operates shoes of the rear drums only.

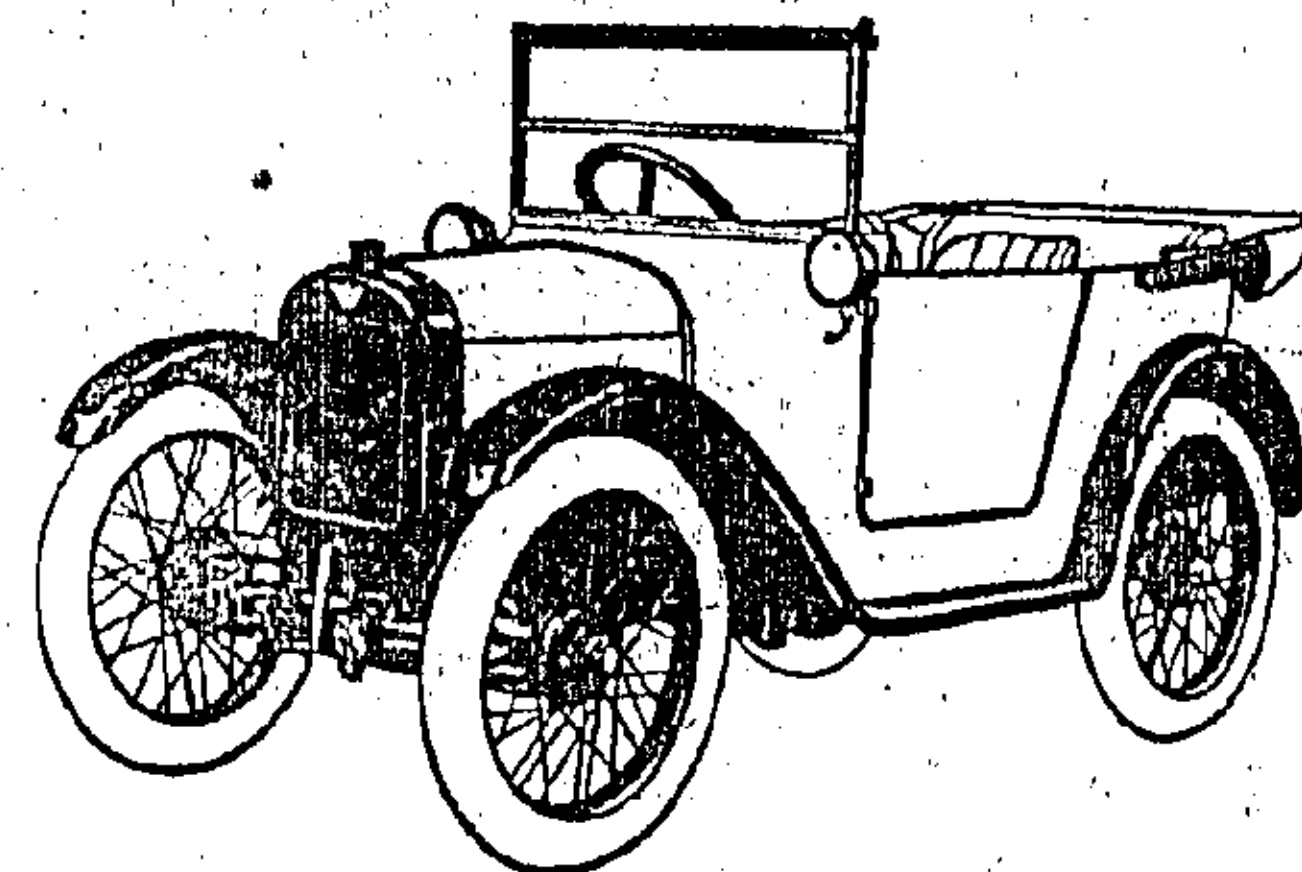
The detachable wheels are shod with balloon tyres of Dunlop cord manufacture; a 12-volt Lucas lighting and starting set with a silent chain drive to the dynamo is included; while the chassis specification incorporates such desirable components as spring gaiters, Gabriel snubbers, Enots Autoram chassis lubricating system, a Smith five-jet carburettor supplied from a large tank in the dash, a radiator thermometer and other useful accessories. In fact, one of the chief features of the Morris car is that once it is bought there are no further accessories to buy, for it is sold completely equipped down to the last detail, including even, on

the closed models, a smoker's companion on the dashboard.

On the 11.0 h.p. Cowley chassis, five models are listed, the 2-seater, occasional-four, the 4-seater, the fixed head coupe, and a very neat saloon. The open models all have complete weather protection in the shape of detachable side curtains, while on the closed cars, window winders for the glass panels and ample ventilation are excellent features. The Oxford range includes 2 and 4-seater open cars, the coupe, the cabriolet, saloon and landaulet. All these are lavishly equipped and are really automobiles-de-luxe in every sense, for, with a speed range of over 50 m.p.h., a perfectly balanced engine, a noiseless transmission and a suspension that, by reason of the long-gaitered springs, balloon tyres and Gabriel snubbers, is absolutely comfortable on even the worst road when taken at speed—they lack nothing that the most discriminating motorist might require.

It is on this programme (with the addition of three commercial vans, two purely for goods and one for goods and passengers on the Cowley chassis) that Morris Motors, Ltd., have achieved such remarkable success during 1925, easily beating all other competitors. Although the capacity of the factory is reckoned at 1,500 cars per week (a new car every two minutes), Morris Motors, Ltd., have been pressed for delivery the whole of the season.

And yet the Morris is by no means a mass-produced car. In the factories the "flow" method of production has been instituted. This means briefly that, instead of a large number of similar parts being subjected to the same treatment at the same time, every single part is machined or made by an operator skilled in his own particular work, and it is then passed on for further treatment to another particular branch. In this way the continuous flow of the best work procurable is obtained, and the resultant product is so reliable that its roadworthiness is a watchword among motorists. At the same time, its performance on the road is such as to give owners of far more expensive cars very furiously to think.



A NICE CHRISTMAS PRESENT FOR THE WIFE, OR DAUGHTER, OR EVEN FOR MOTHER, and when Eve takes the wheel in her AUSTIN she feels at home at once. So snug and comfy, so simple to steer and control, so safe with its fourwheel brakes. A mile or two on the island roads brings the perfect confidence that makes traffic driving an interest instead of a terror, and to think of the miles you get to the gallon of gasoline makes your purse feel just as comfy.

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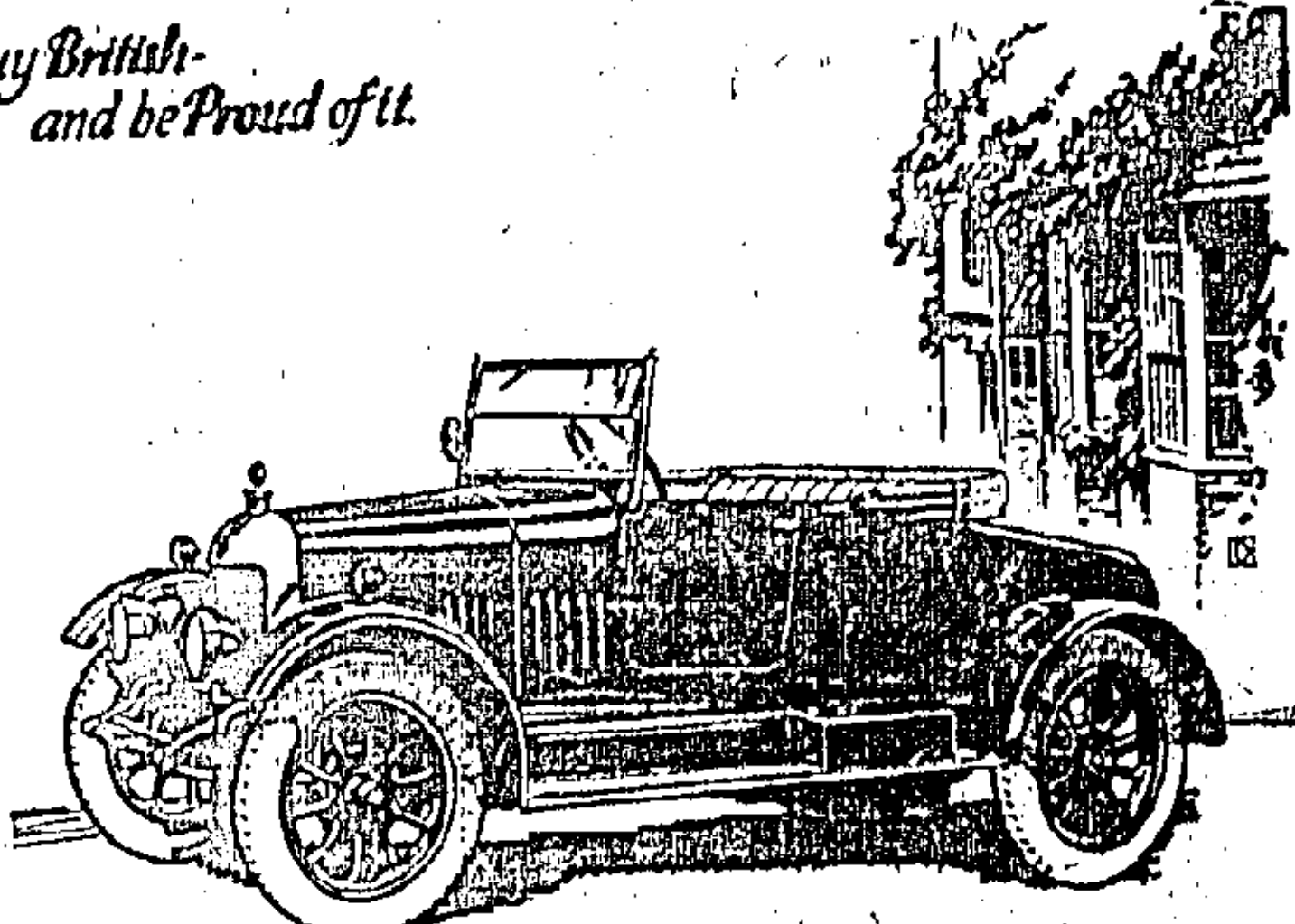
BETTER CARS

FOR the season commencing September 1st, 1925, MORRIS MOTORS, LTD., who make more and better cars than any other British manufacturer, announce the following important improvements in their cars:

1. The provision of four-wheel brakes on 11.0 h.p. Morris-Cowley models.
2. The fitting of reinforced balloon tyres on all models.
3. The provision of dipping headlamps on Morris-Oxford cars.
4. Thermostatic control of engine cooling on Morris-Oxford models.
5. Important detail improvements, especially in the construction of all models.

Additional to these items none of the features that have made Morris Cars so overwhelmingly superior during the past twelve months has been omitted. Instead, still better cars are being offered at still lower prices.

buy British and be Proud of it.



The new Morris-Cowley Two-seater. Finest motoring value in the world. Complete with four-wheel brakes, Lucas 12-volt lighting and starting equipment, balloon tyres, Gabriel Rebound Snubbers, spring gaiters and full equipment, has no competitor in its class at the price at which it is now offered.

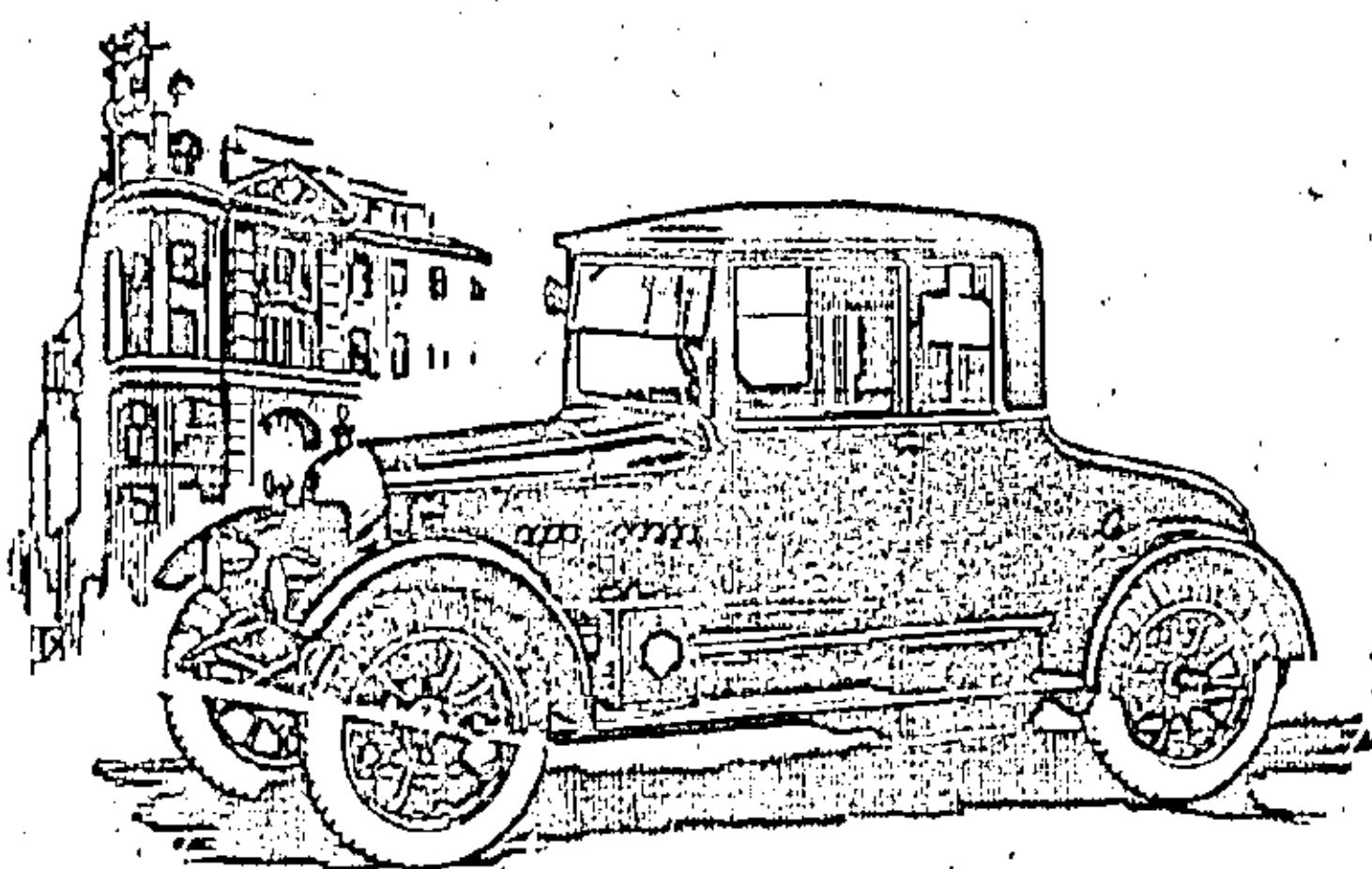
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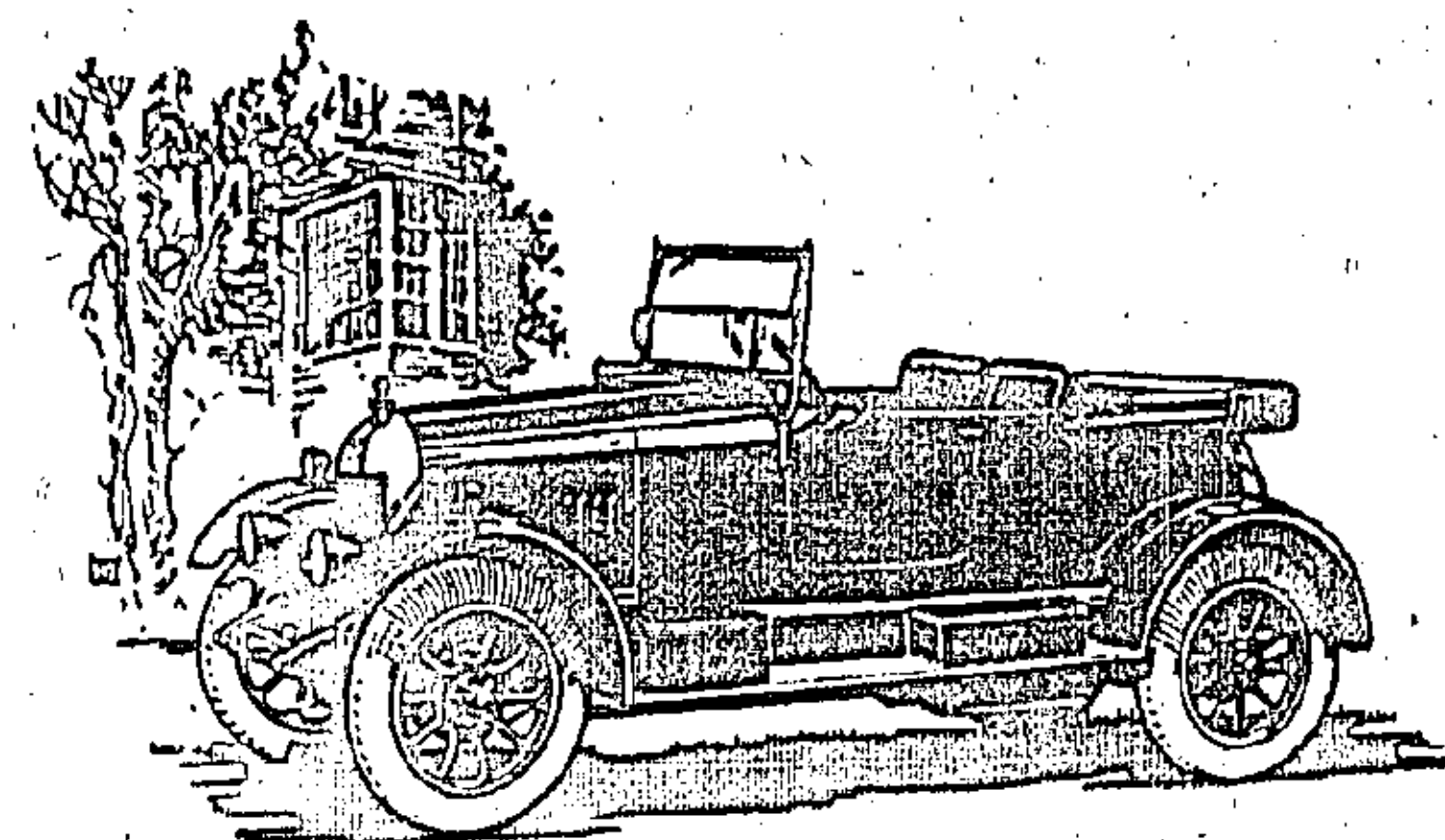
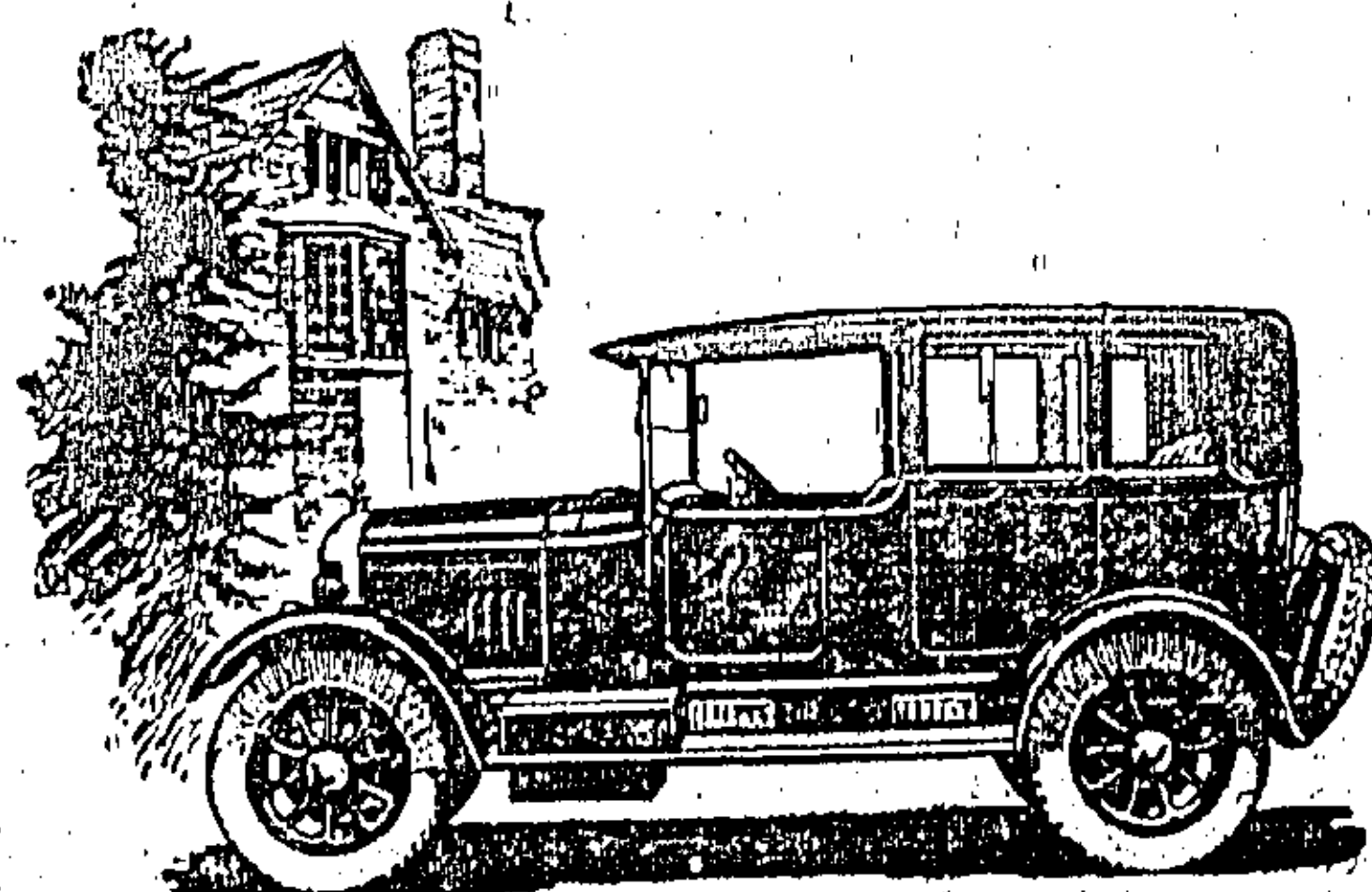


Morris-Cowley 11.9 h. p. Cars.

HONGKONG NETT PRICES

Model	2 Wheel Brakes	4 Wheel Brakes
Roadster 2 seater	£215.0. 0	£223.10. 0
Occasional 4 "	225.0. 0	233.10. 0
Touring 4 "	237.10. 0	246.0. 0
Coupe 2 "	256.0. 0	265.0. 0
Saloon 4 "	295.10. 0	305.0. 0
Commercial 2 "	240.0. 0	248.10. 0

Prices include standard equipment.

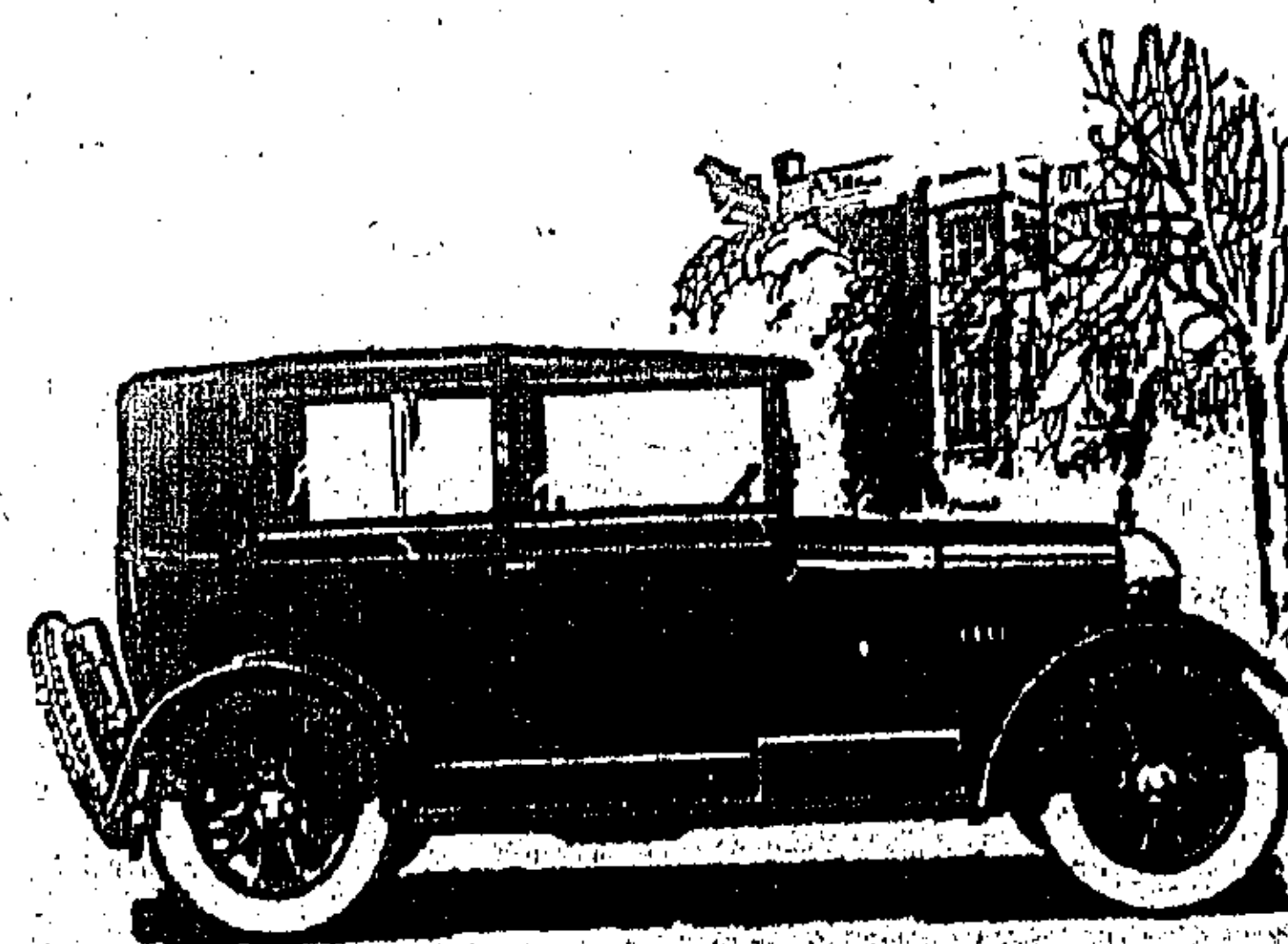


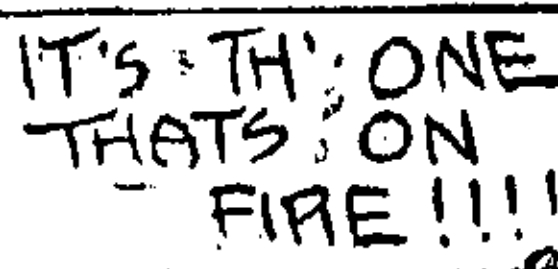
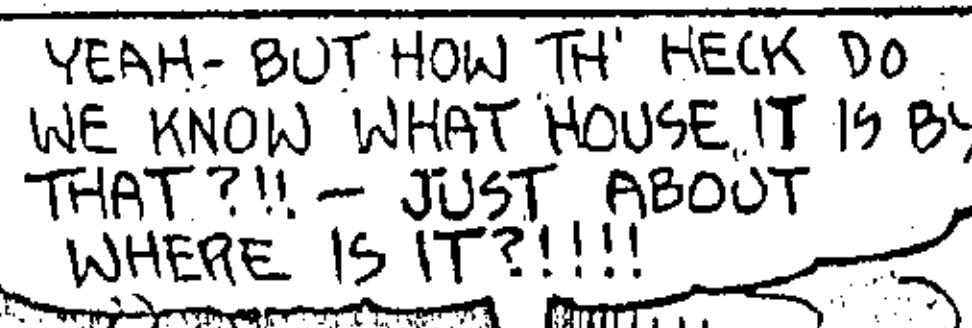
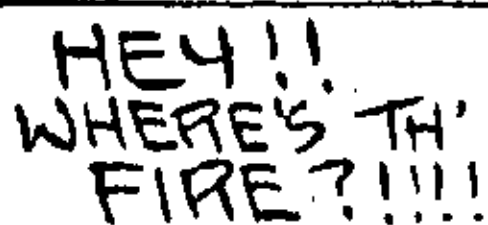
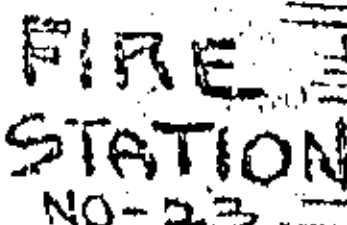
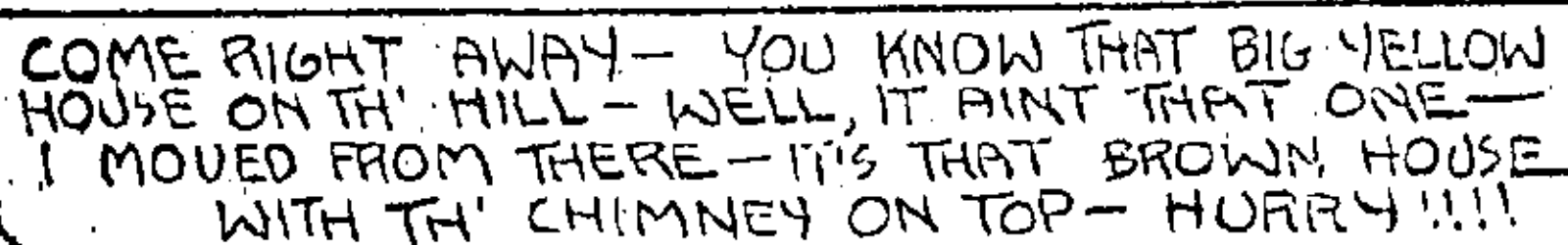
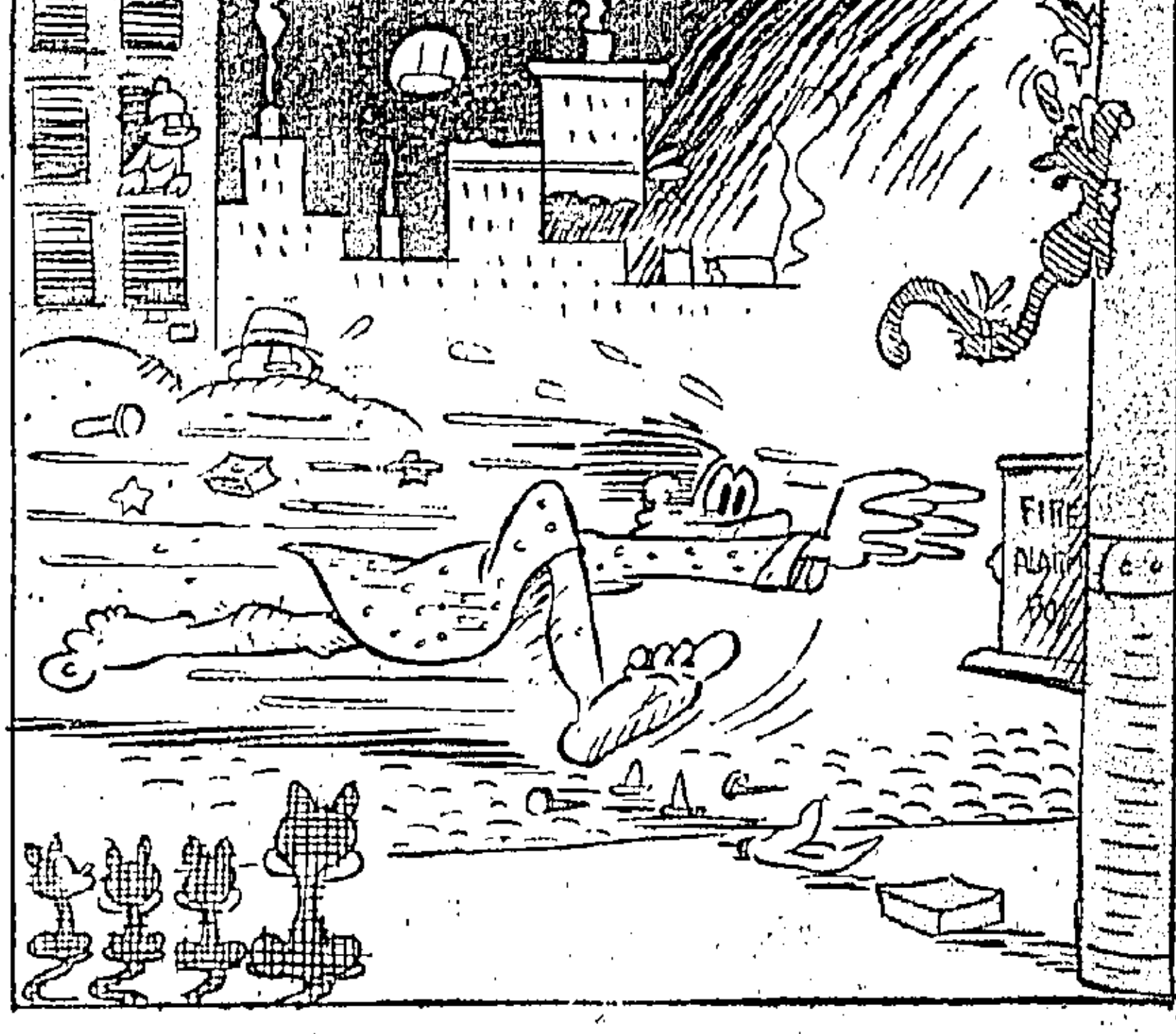
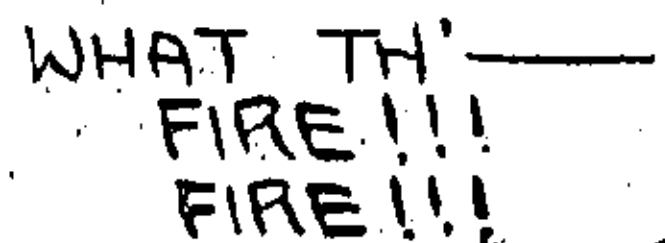
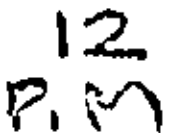
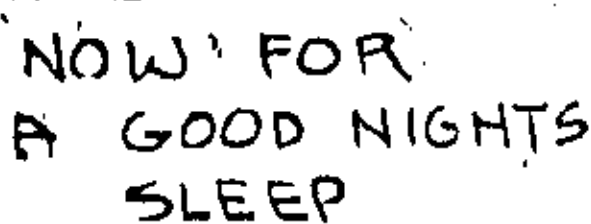
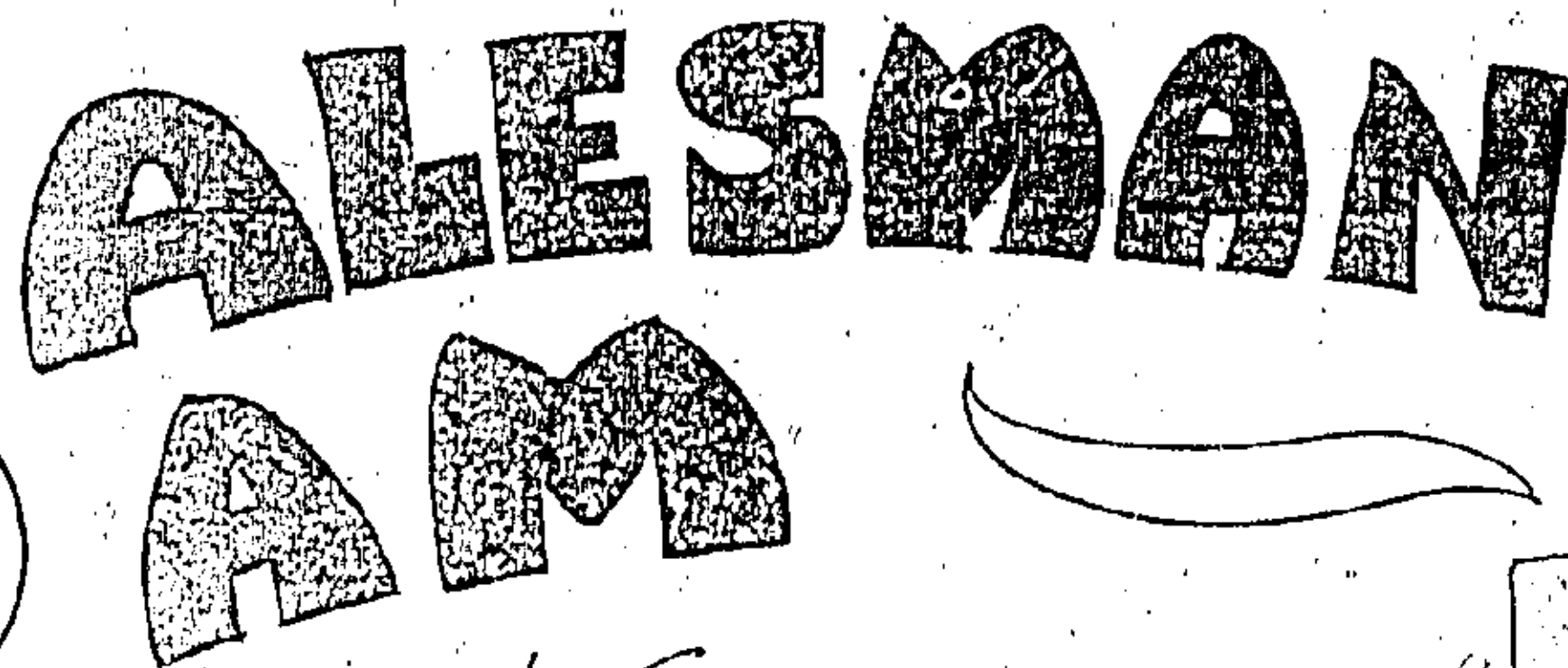
Morris-Oxford 14.28 h.p. Cars.

HONGKONG NETT PRICES

Model	2 Wheel Brakes	4 Wheel Brakes
Roadster 2 seater	£291.0. 0	£300.0. 0
Touring 4/5 "	311.0. 0	320.0. 0
3/4 Coupe 2 "	366.0. 0	375.0. 0
Cabriolet 4/5 "	401.0. 0	410.0. 0
Soloon 4/5 "	421.0. 0	430.0. 0
Landaulet 4/5 "	431.0. 0	440.0. 0

Prices include standard equipment.





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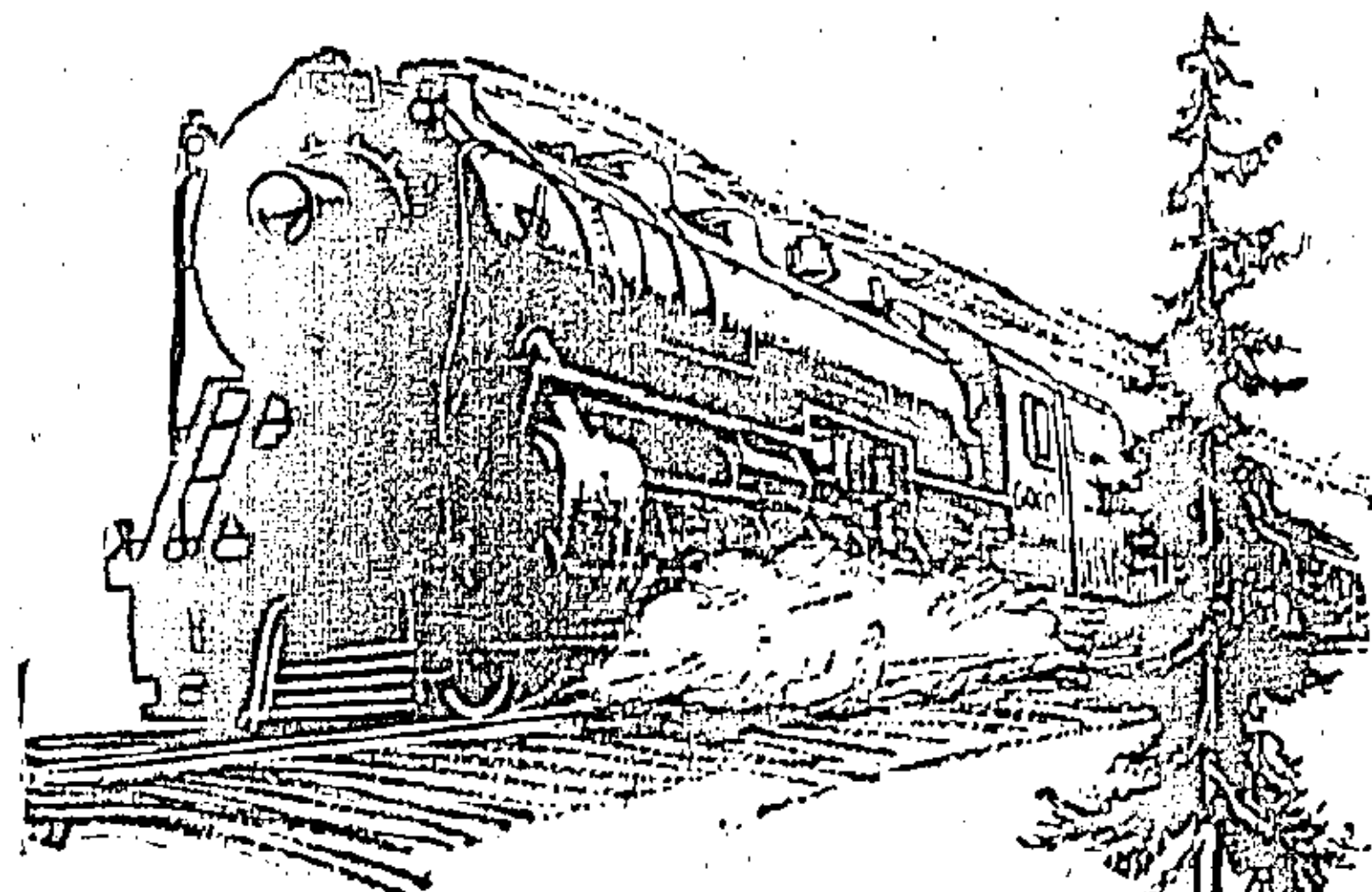
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ROYAL SILK STORE.APOLOGY TO THE
MACDONALDS.MR. LLOYD GEORGE AND
BATTLE OF CULLODEN.

The Clan Donald Society having challenged the accuracy of Mr. Lloyd George's remark in his speech at Elgin that the Battle of Culloden was lost through the defection of the Macdonalds, Mr. Lloyd George has now written to the secretary:-

Dear Sir, - I regret that any casual words of mine uttered in the course of an unprepared speech at Elgin should have given offence to your gallant Clan.

My recollection is that I referred, by way of illustration, to the legend quoted in every history of the period, that a small section of the left wing of the Highland army at Culloden declined to charge. I did not mention the Macdonald name. I understood that only a part of that important Clan took any sides in that historic struggle.

However, I express my unqualified regret if you think my sentences were so worded as to bear the interpretation you place upon them.

There is no more sincere admirer of Highland valour than - Yours sincerely,

D. LLOYD GEORGE.

CHURCH OF SAN
FRANCESCO.FALSE REPORT OF
DEFECTS.

Among many projects for honoring the seventh centenary of St. Francis of Assisi next year is one in favour of rebuilding the modern crypt-tomb in a style more in keeping with the great Umbrian basilica. It may have been either to accelerate this much-talked-of work, or else to impede it, since camps are divided, that a report crept into an Italian paper of the building being in serious danger because of this very crypt, which was built some sixty years ago.

Yesterday I had the good fortune to meet Count Gnoli, the director of the Perugian Pinacoteca and of National Monuments in Umbria, and a brilliant connoisseur of Umbrian art, writes an *Observer* correspondent. He denied most emphatically that San Francesco d'Assisi has ever been in any structural danger, either from architectural imperfections or from earthquakes, and pointed out a rare absence of iron ties in the building. As it happens, Count Gnoli is engaged at the moment in a minute investigation of the foundations and plans of the only true Gothic church in Italy, about which practically everything is known except the all-absorbing question of who planned it for the Franciscans in 1228, the year of the "Poverello's" canonisation. Will the identity of the architect always remain a mystery?

TRAINING SHIPS.

IRON DUKE CLASS FOR
FUTURE NELSONS.

Battleships which fought gallantly at Jutland are to appear in a new, but fitting, role, as training ships for "The Lion's Cubs."

The four battleships of the Iron Duke class, the Admiralty announce, are to be reduced from full commission and employed in training boys at sea.

They will be under the orders of the Commander-in-Chief, Atlantic Fleet, and will hand down the traditions of the Great War to our future Nelsons.

The present Rear-Admiral, Second Battle Squadron, will be transferred to H.M.S. Iron Duke, and will take command of the Third Battle Squadron on its transfer to the Atlantic Fleet.

The four battleships, Benbow, Emperor of India, Iron Duke and Marlborough, were all built during 1912-14, and all were in action during the war.

At Jutland the Marlborough was torpedoed and severely damaged. With the Benbow and the Iron Duke she was also employed in the Black Sea operations.

Of 28,800 tons and 622 feet long, the battleships have an armoured 6-inch battery along the fore-castle deck, with ten 13.5-inch guns in five turrets.

They have turbines of 29,000

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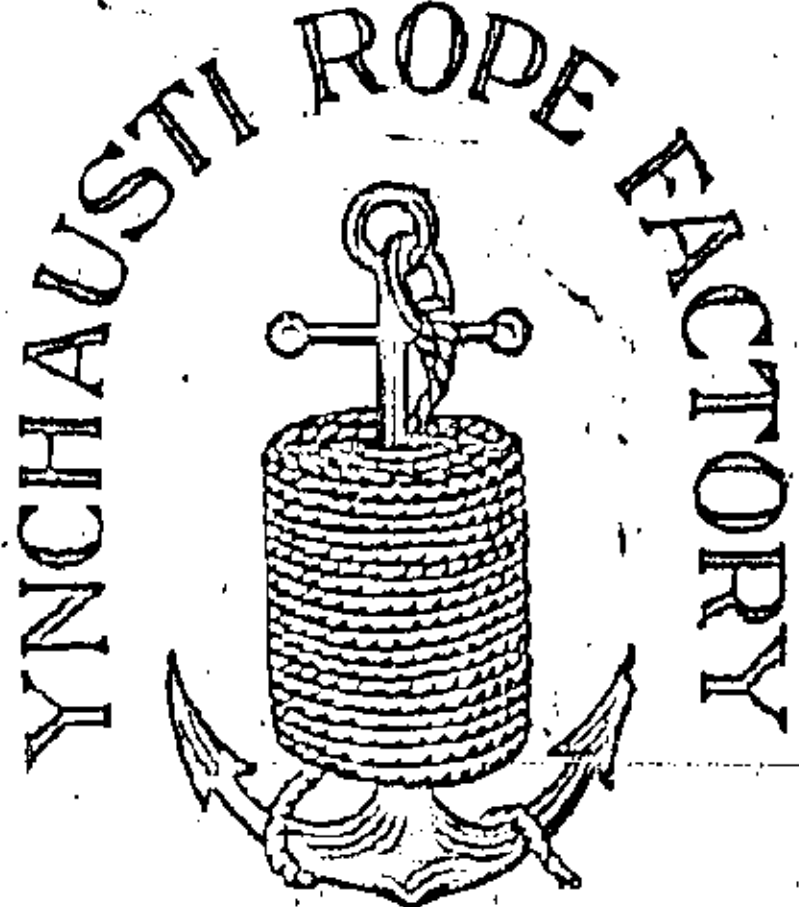
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METEORITES.

ORIGIN AND COMPOSITION.

The meteoric stone, weighing seven tons, which has just reached Aberdeen from Greenland, where it fell from the skies many years ago, is an exceptionally big thing of its kind, and astronomers and geologists will be curious to know exactly of what materials it is composed, writes a scientific correspondent to a London paper. The largest meteorite ever actually seen to fall on the earth was one that fell in Hungary sixty years ago, the weight of which was just over a quarter of a ton. Others have been found (the composition of which clearly suggests their meteoric origin) much larger—one in Mexico estimated to weigh fifty tons, and another, brought from Greenland by the late Commander Peary, which turned the scale at 36½ tons.

But the great majority of meteorites weigh only a few pounds, though, as their fall is always preceded by a loud explosion, those that reach the earth are almost certainly fragments of a huge mass disintegrated by the intense heat generated by its encounter with the earth's atmosphere some fifty miles above the ground. The largest known to have fallen in this country came to earth in Yorkshire, a few miles from Bridlington, in 1795, the weight of which was 5½ lb. It is among the meteoric collection in the Natural History Museum.

No meteorite has ever been found which contains substances not found in the earth. Over thirty terrestrial elements have been definitely located in meteorites including iron, nearly always alloyed with nickel, calcium, carbon, magnesium, oxygen, phosphorus, arsenic, potassium, hydrogen, and sulphur; while, in a few, minute quantities of gold, silver, copper, and the rare metal platinum are also present.

The origin of meteorites is a problem yet to be solved, but it is almost certain that they were ejected from a volcano on one of the planets. But dynamical considerations make it very improbable that any planet other than the earth could in this way propel meteorites into space that would ultimately fall on the earth. The late Sir Robert Ball mathematically investigated this problem, and came to the conclusion that these bodies originated in terrestrial volcanic outbursts ages ago, and that when they now fall on the earth they are returning to their birthplace. Any such bodies ejected with great velocity from a terrestrial volcano would pursue elliptical orbits round the sun, but once in every revolution they would return to the point of their origin and cross the earth's orbit, and every meteorite meeting the earth at this critical junction would inevitably be dragged back to the earth, whence it started its career. The chances of such encounters with the earth in the case of a meteorite originating on any other planet are so slight that Sir Robert Ball dismissed the extraterrestrial origin of meteorites as very improbable.

CARRIERS OF LIFE-GERMS.

But admitting that some of these bodies may have come from other planets, a startling discovery claimed recently by two French scientists, MM. Gullippe and Souffland, is of very special interest. They submitted a number of admitted meteorites to laboratory investigation, and asserted that in many they found life germs, which showed definite signs of vitality and development when placed on culture mediums, after being subjected to extremes of temperature, both high and low.

Many years ago Lord Kelvin put forward the hypothesis that the origin of life on the earth was due to germs brought here from another planet by meteorites. But few scientists agreed with Lord Kelvin, the main objections being that no form of life could survive the intense cold of planetary space or the destroying effect of the ultra-violet rays from the stars. But it has since been proved that many seeds and spores of bacteria can survive temperatures as low as 250 deg. below the Centigrade zero, and that at such frigid temperatures life is not destroyed, but suspended, the germinative power diminishing no more in a million years at minus 220 deg. Centigrade than in a single day at average winter temperatures.

But the ultra-violet ray objection has not been disposed of. Professor Becquerel immersed bacteria in liquid air at a tempera-

LOW WAVE TESTS.

THEIR VALUE PROVED.

Reliable and consistent radio relay of broadcast signals up to 300 miles is best obtained on long wavelengths according to demonstrations by the radio engineers of station WGY, says a Schenectady message.

For several months past all programmes of WGY, which operates on 379.5 meters, were also broadcast under experimental licences on 41.88 meters, 109 meters and 1560 meters.

Observations of the transmission on each wavelength were made over a long period of time and under widely different conditions. The experiments included changes in the types of antenna.

The announcement of successful relay of the 1560 meters signal comes after thorough research and test, and it marks the first important result obtained from the comprehensive transmitter development work which is being carried on at the radio laboratory of the General Electric Company.

A great deal of work has been on radio relays, particularly with respect to short wavelengths. While a number of fairly successful relays were made, the relay channel always lacked that degree of reliability necessary to establish a real service.

As a result of the developments carried on by the engineers of the General Electric Company, the characteristics and possibilities of various wavelengths are gradually becoming known so that each section, or portion, of the frequency spectrum can be depended upon for certain classes of service.

ture of 212 deg. below Centigrade zero without destroying them, but not one of these bacteria, so tenacious of life at low temperatures, survived exposure to ultra-violet rays for six hours. It may be that there is some unknown characteristic of inter-planetary space that counteracts the deadly effect of the ultra-violet rays, or that life-germs embedded in meteors are effectively protected from them.

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- { Underneath the Yum Yum Tree. Why is Love?
- { Somebody's Crazy About You. Charleston Baby O'Mine.
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PLYMOUTH GIN

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EVERYWHERE.

QUICK OPERATIONS.

VALUE OF DEEP BREATHING.

Doctors who advise operations after a superficial examination, and surgeons who "potter about in the operating room" while the patient is on the table awaiting operations, were severely criticised by Dr. D. J. McCarthy, at a session of the Eastern Society of Anesthetists at the Adelphi Hotel, Philadelphia.

Dr. McCarthy's talk was devoted to the subject of "Post-operative Insanities," which he indicated can be avoided in many cases if the anesthetist is supplied with the full history of the case. He considered certain intangible reserve factors, such as nerve resources, of the utmost importance. These, he declared, are not always shown on the usual charts, but are obtained more by impression.

The psychic factor also was stressed by Dr. S. Adolphus Knopf, major Medical Officer of the Reserve Corps, U. S. A., in his paper dealing with "Medical Care of Tuberculous Patients Proceeding and Following Surgical Operations." He advocated, also, the control of diaphragmatic breathing on the part of the patient, not only as an aid to the surgeon, but also as of great benefit to the individual.

"The slow-breathing animal is longest lived," he declared, and as the result of observation he has found that the horse, taking ten breaths a minute, at rest, is least susceptible to tuberculosis, among domestic animals; whereas, the cow, at rest taking from fifteen to thirty per minute, is most susceptible. The turtle, which lives the longest of animals, and never contracts tuberculosis, breathes so slowly and infrequently that the respirations are hardly perceptible, he said.

Dr. Knopf gave a demonstration of his method of teaching controlled breathing, using Dr. Charles J. Wells, of Syracuse, as a subject, and Dr. Anna M. Stuart, of Elmhurst, N. Y., as an observer to time the breaths.

In his attack on those surgeons who delay in operating while the patient is on the table, Dr. McCarthy said: "I am not going to have the surgeon waste the reserve of my patient while he stands around for twenty minutes washing his hands. He should be ready to operate when the patient is placed on the table."

There is a great deal of evidence that the use of morphine, under certain conditions, reduces postoperative shock. Dr. M. A. Slocum, of Pittsburgh, brought out in his paper on "Use of Morphine Before and After Operation."

The position of the patient during and after operation is highly important, according to Dr. Willy Meyer, of New York City, who cited numerous instances where change of position of the patient prevented serious consequences. His subject was "Posture After Operation."

HYGIENIC INSTITUTE.

OPENING THIS MONTH.

The new Hygienic Institute of the S.M.R. Co. at Dairen (Superintendent Dr. S. Kanai of the Sanitation Office being in charge of the new Institute additionally) will be partially opened to business on December 10, beginning with the three Divisions of Bacteriology, Serum manufacture, and Vaccin manufacture. The other three Division of Pathology, Medical Chemistry, and Hygienics will follow in due course of time.

The new Institute is under construction on the old site of the Government Agricultural Experimental Station that has been shifted to Chinchou, and the sum of Yen 350,000 has been appropriated for the construction work. For the current fiscal year, the sum of about Yen 150,000 is set apart. Already, the rooms for manufacturing serums and vaccin, the room for researches on the plague, the house for animals for cultural tests, the godown, etc., altogether 9 buildings, have been finished.

Dr. K. Ando is in charge of the Bacteriological Division; and Dr. K. Sakamoto of the Government Cattle Epidemic Institute, has been selected to take charge of the Vaccin Division.

By the way, the Kwangtung Government, besides placing the site ground of the Institute at the latter's disposal, is to bear the sum of Yen 30,000 out of the annual upkeep of the Institute, amounting to Yen 170,000.—*Manchuria Daily News.*

FUNERAL COMEDY.

PUNISHMENT FOR DELAY IN SHAVING.

There is a remarkable sequel to the drastic shaving order issued on the demise of the late Maharaja of Kashmir as a sign of national mourning by Colonel Jankesing, the senior member of the State Council, says an Indian correspondent.

The dearth of barbers was so great on the day of burial that one subordinate official of the Palace could not get shaved before the funeral procession had started. That was so serious an offence that immediate cognisance was taken of it by the highest executive officer of Jammu. The poor man was just in the middle of being shaved when three orders were served on him: (1) Suspension from service, (2) expulsion from the compound of the Palace, and (3) notice of a criminal prosecution. The military and the police authorities came on the scene, the culprit was asked to get up, half-shaved as he was, with the rest of his face lathered, and physically forced to quit the precincts of the Palace. Disgusted with the treatment so meted out to him, he has sent in his resignation after eighteen years of service.

The Mohammedans escaped all this trouble as their religion forbade them to shave. But others had to undergo this discipline, and the barbers in Kashmir had the time of their lives. Some demanded exorbitant amounts, the charges being two shillings per head, while ordinarily it would be even less than a penny for a clean shave.

CAXTON BOOK ON RUBBISH HEAP.

HIDING PLACE FOUND AFTER SEARCH.

Removed from the Castle Museum, Colchester, because of air raids, an example of Caxton's work has been rediscovered in a rubbish heap and restored to the museum.

The work, a fine copy of the Boethius "De Consolatione Philosophiae," consisting of 93 pages, dates back to 1478.

For 150 years it had been in the Castle library when, during the war, it was taken, for greater safety, by the late Hon. Jas. Round, to his home at Birch Hall, near Colchester.

Mr. James Round died nine years ago, and his brother, Douglas, who also knew of the hiding-place of the manuscript, also died during the war.

Other members of the family generally understood that the copy was somewhere in the Hall, and many fruitless searches were made. The library of the Hall was disposed of four years ago, but the Caxton was not among the volumes sold, or it could hardly have escaped notice.

In the past few weeks a further search was carried out, and, wrapped in brown paper and lying amid the dust and refuse of the cellar, was discovered the beautiful specimen of the great printer's work.

Lloyd's Register Shipbuilding Returns for the quarter ended September 30th show that the merchant tonnage under construction in Great Britain and Ireland at that date was 1,009,155 tons, or over 84,000 tons less than at the end of June, 1925, and about 459,000 tons less than the tonnage building twelve months ago. Further, the tonnage on which work was suspended at the end of September was 81,000 tons, compared with only 37,000 tons at the end of September, 1924. The present totals are the lowest recorded since December, 1909, and are 881,000 tons below the average tonnage building during the twelve months immediately preceding the war. The total merchant tonnage under construction in other countries at the end of September was 1,197,750 tons, or about 78,000 tons less than at the end of the preceding quarter. During the quarter, 225,236 tons of new shipping were launched in Great Britain, a decrease of 72,925 tons compared with the previous three months, while 250,378 tons were launched abroad, or a decline of 44,748 tons. Disappointing as the returns are, it is satisfactory to note that the tonnage of 260,551 commenced in British yards during the quarter compares with 244,002 tons commenced abroad. These figures show an increase in comparison with the second quarter of 1925 of 70,746 tons in British and of 11,933 tons in foreign construction.

CHRISTMAS AND NEW YEAR ANNOUNCEMENTS.

HONGKONG HOTEL

SATURDAY, 26th December

Fancy or Evening Dress Optional

BOXING NIGHT CARNIVAL 8 p.m. to 1 a.m.
Late Car to Peak 1.30 a.m.

REPULSE BAY HOTEL

THURSDAY, 31st December

Fancy or Evening Dress Optional

NEW YEAR'S EVE CARNIVAL 8 p.m. to 1 a.m.
Motor Coach to the Hongkong Hotel and to the Peak Hotel 1.15 a.m.
Late Peak Tram-car 2 a.m.
Tea Dance 4.30 p.m. to 6.30 p.m.
Dinner Dance 8 p.m. to 12 Midnight as usual.

FRIDAY 1st January 1926

SATURDAY, 2nd January

TABLES FOR THE ABOVE MAY NOW BE RESERVED

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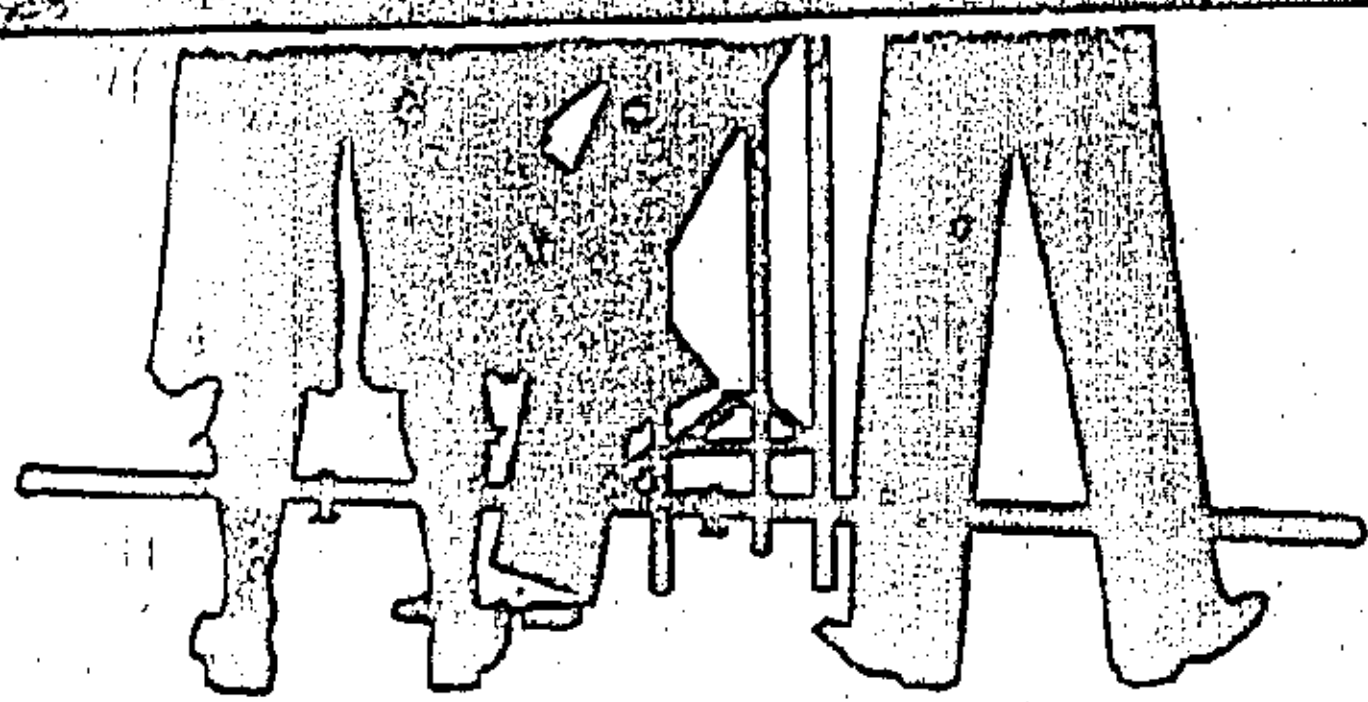
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Three Sandy Macs Please

There were three of them.

The Raw Young man was determined, at great personal inconvenience, to do The Right Thing. He belovewd "Double Scotch."

And tried to enjoy it.

The Florid One was there for a whisky. Any old whisky. He called for a "Scotch and Soda." He had done so these many years.

And he enjoyed it.

Came the Third Man. Who had Seen Life. Knocked about a Bit. He called quietly for a "Sandy Mac."

And he revelled in it—drinking slowly, critically. Admiration, tinged with awe, overspread the faces of the other two.

Heard later "Sandy Mac, please" "Sandy Mac, please" "Sandy Mac, please."

Sandy Macdonald Scots Whisky

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LONDON'S STREET NAMES.

WEAKNESS FOR CHURCHES, etc.

The majority of people in London who do not buy a house or rent a house or an apartment because of the "address"—with that the name of the street they live in was something else. Looking at the situation from the viewpoint of clarity, they have a very good kick coming, but otherwise their complaints do not seem to bear much weight.

London is really a little United States, with twenty-three Borough Councils, which have certain rights in their areas very much the same as a State Legislature. Controlling it all, to a certain degree, is the London County Council, which in many ways conforms to Congress. These Borough Councils have given names to the streets in the district they control, and all of them seem to have at some time or other a great weakness for the names of Churches, Victoria, George, Grosvenor, Queen, King and others. The result has been utter confusion, and when one wants to get to an address in any part of London in a street with any of these familiar names, it is first necessary to distinguish the borough.

The London County Council has a department called the Streets Names Committee, its business being to attempt to rectify inappropriate names of London's thoroughfares. This committee now is changing the names of streets on the average of thirty a year, and through what it has done and what it has not done has raised the ire of a goodly percentage of the population.

For instance, if a murder is committed on any street in which live respectable people and the name of the street is emphasized in the report of the trial, the residents on that street immediately apply to the committee in an effort to have its name changed. Then, again, the name of a street may fall into disrepute, whereupon the more substantial citizens want the name of the street changed. Protests on these grounds, however, do not get very far with the committee, because members believe that no name should be changed without very definite reasons, and they usually send these householders back disgruntled with the admonition that they themselves should see to it that the past good reputation of the street should be restored by their own efforts.

Just after the war began the committee was "flooded" with applications to change names of streets that had any inkling of the German language. In most cases this was done because the protestants were usually backed up by a protest from their Borough Council.

It is difficult to discern just why so much fuss should be made over the changing of names of the streets of London, so many of which are only two or three blocks long and are little known to any one except the residents of the immediate neighborhood.

Broadway developed from a cow path, and it is said that some of London's streets grew up around the meandering of animals. The cows that made Broadway seem to have had a more or less definite object in their travels, but the animals which are said to be responsible for many of London's streets a thousand or more years ago must have been very eccentric, because they travelled only very short distances in one direction and left to posterity a confusion of highways that makes it very easy for the uninitiated to get lost even in the central part of London.

Consequently it is rather difficult to understand why the changing of the names of these small byways should be taken so seriously.

But there are some streets in London the names of which could not be changed, not for any particular reason except "it could not be done, you know."

For instance, down in the financial section there is a very important street called Cheapside. That name was derived from the market place that about five centuries ago flourished in that section. In those days the word "cheap" meant an open market place where the lower classes purchased their provisions. It was never patronized by the upper classes because they would not deign to have, even their servants go to such a place. It did appeal to the multitude,

BARQUE'S LONG VOYAGE.

WRECKED AFTER 40 DAYS ORDEAL.

Having taken 40 days instead of the usual 14 on her voyage from Halifax, Nova Scotia owing to tempestuous weather, the fourmasted barque Paul, of Hamburg, recently went ashore on dangerous sands known as Cefn Sidan, in Carmarthen Bay, while trying to make St. Davids.

She was soon to send up flares during the night, and early the next morning flew signals of distress, but, owing to hazy weather, these were not seen till 9 a.m.

The lifeboat at Ferry-side (at the mouth of the River Towy) was launched, and on reaching the wreck it was found that 11 of the crew, including the stewardess, had taken to a small boat, which was drifting to the open bay, into a position of grave danger.

The lifeboatmen took them into their boat, and then returned to the barque and saved the remainder of the crew, numbering 16 in all. All were Germans except one, a Dane, and the stewardess, who is a Canadian.

The barque had lost all her sails and was at the mercy of the weather. She was laden with 2,000 tons of timber.

ONE MAN SAVES 49.

REACHES ROCKS WITH LIFE LINE.

Making his way to some rocks by means of a life line, the second mate of the steamer Cairnavor, which went ashore on the Aberdeenshire coast, was able to rescue the crew of 48 and one passenger.

A vessel of 3,000 tons, belonging to Newcastle, the Cairnavor was bound from Leith to Montreal with cargo, and grounded in fog about half a mile south of Buchanan Ness Lighthouse, near Peterhead.

Seeing that the vessel was in a dangerous position, the crew lowered a rope ladder from the bows, but it was too short to reach the rocks. It was then that the second mate, although in danger of being swept away by the waves, had himself lowered by a life-line, and managed to reach the rocks. He was then able to help the rest of the crew of 48 and the passenger ashore.

however, became a throughfare and now is known as "Cheapside."

Even in those days, however, the tradespeople were to a large extent exclusive regarding other people in their same walk of life. For instance, there is an offshoot from Cheapside called "Poultry," not Poultry street, but just plain "Poultry." In the old days any one with fowls to sell would have to employ a stall in that section.

And then, again, shooting off from "Poultry," are some most interesting little lanes and narrow streets named Milk, where all the dairy products used to be sold, and Bread street, where formerly all the bakers held forth, and another called Friday street, where all the fish sellers had their stalls. The story is told that they did not want to name this little short street "Fish," so, as Friday was their big day, they decided to call it by the day of the week rather than the product dispensed.

In this sort of cases and in a good many others in London it would be difficult to change the name of streets because if one wants to delve into ancient history regarding the names of some of the older streets it soon can be ascertained that the name means something to the community or to the history of that area.

The London County Council Committee does not attempt to get itself into trouble by changing such names, but there are thousands of little streets in London and its suburbs, the names of which mean nothing. These the committee is attacking at the rate of thirty a year in an endeavour to eliminate the confusion of names which now exists.

In making these changes the committee is trying to get picturesque titles. Some of the new ones are Foxhole road, Vale Royal, Greenway, Plume Place, Dovedale road and King Alfred avenue. It seems that this committee, concerning pretty names, could teach something to the American individuals opening up suburban residential sections who erect attractive gates at the drive entrance and produce little inside.



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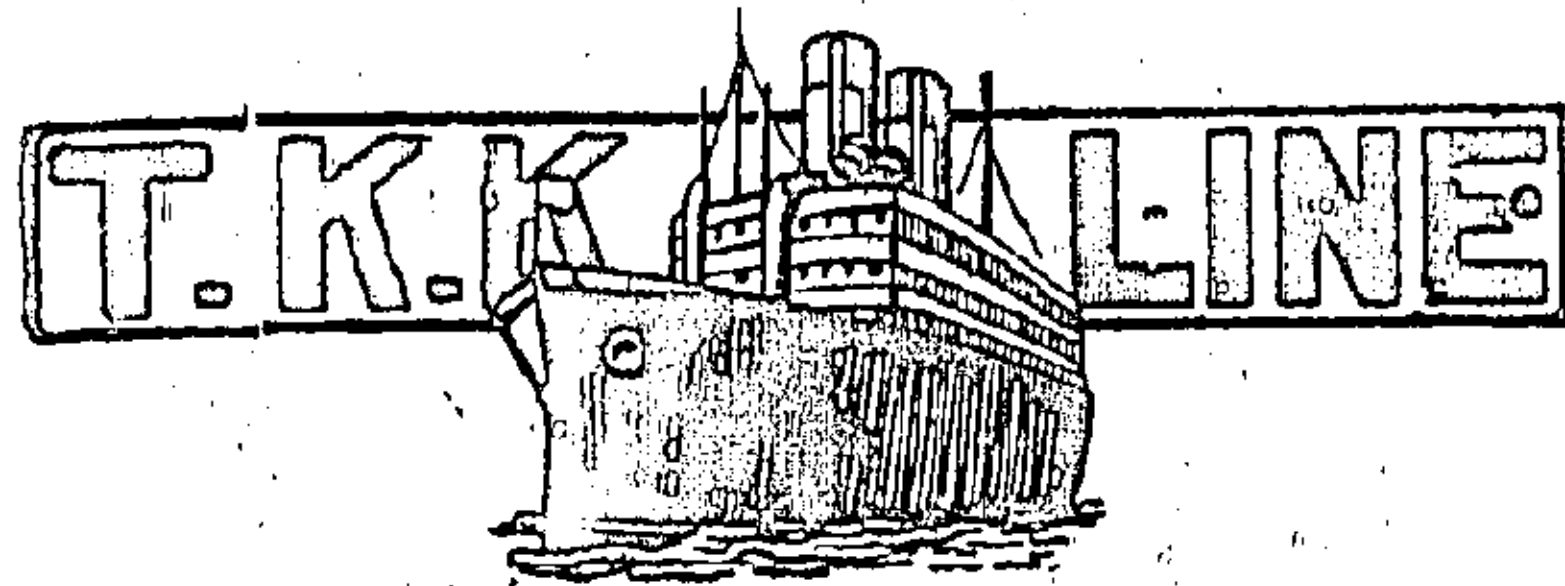
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EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
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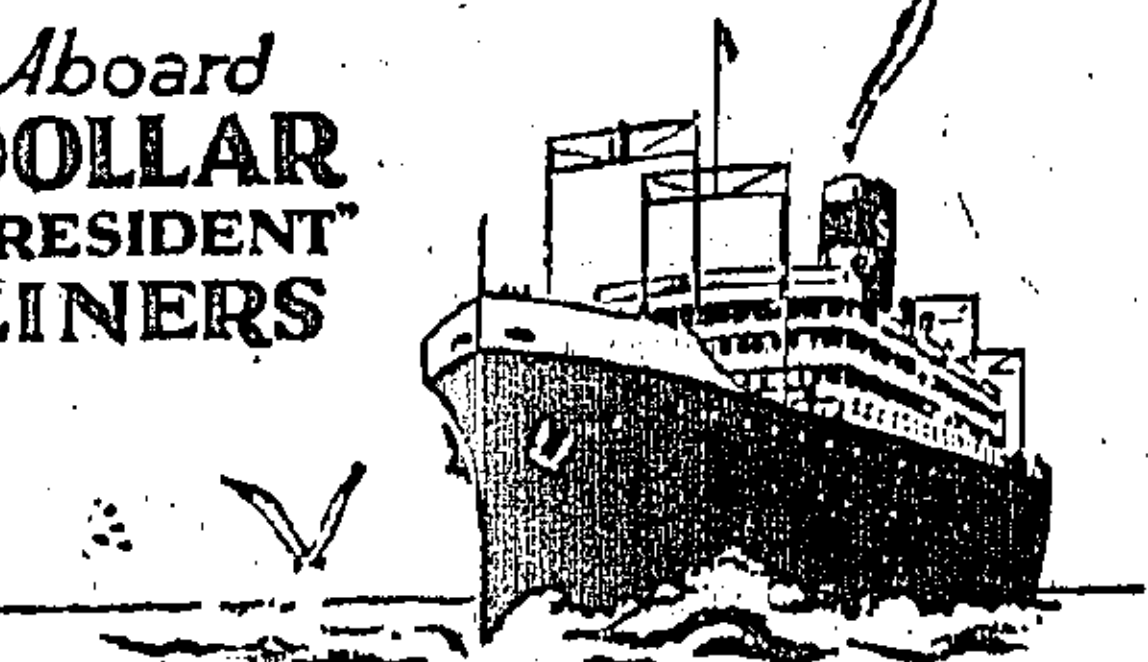
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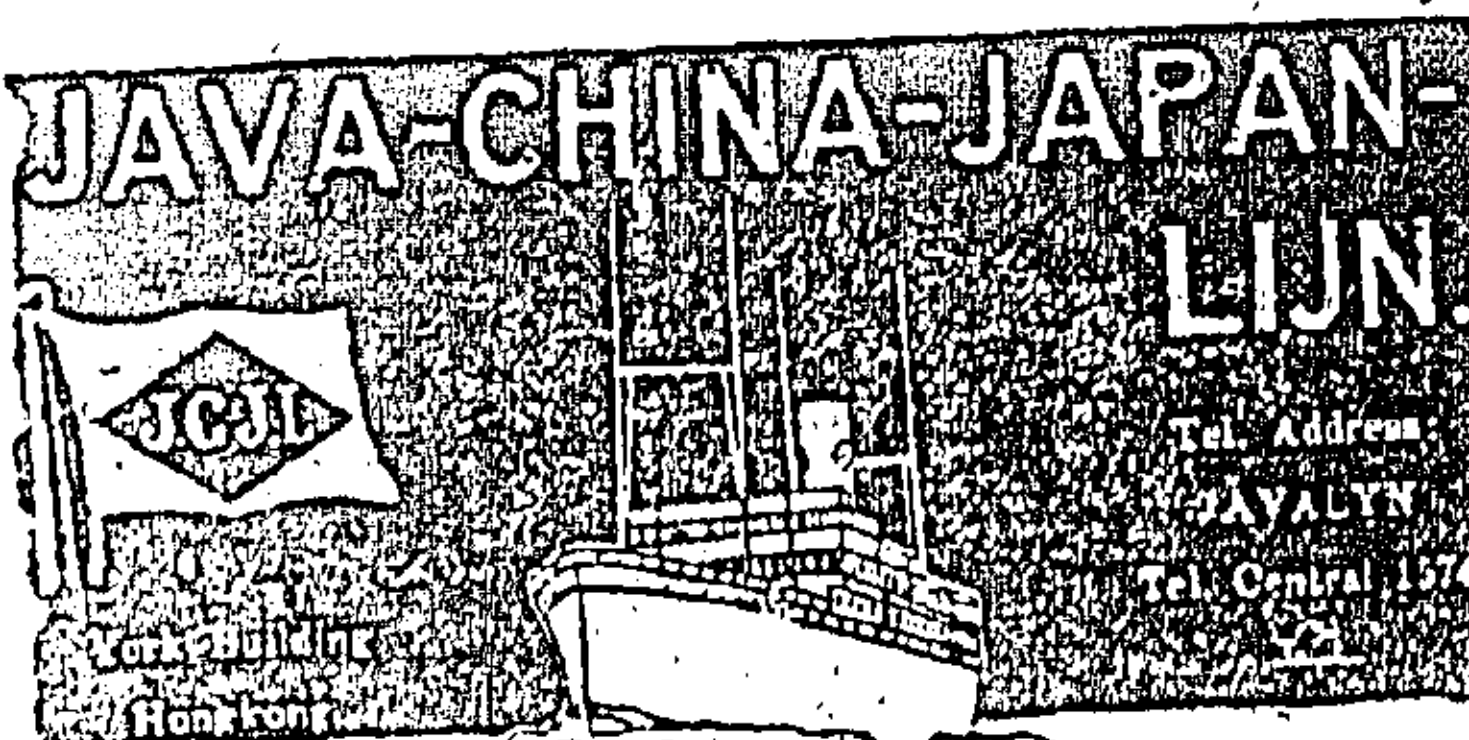
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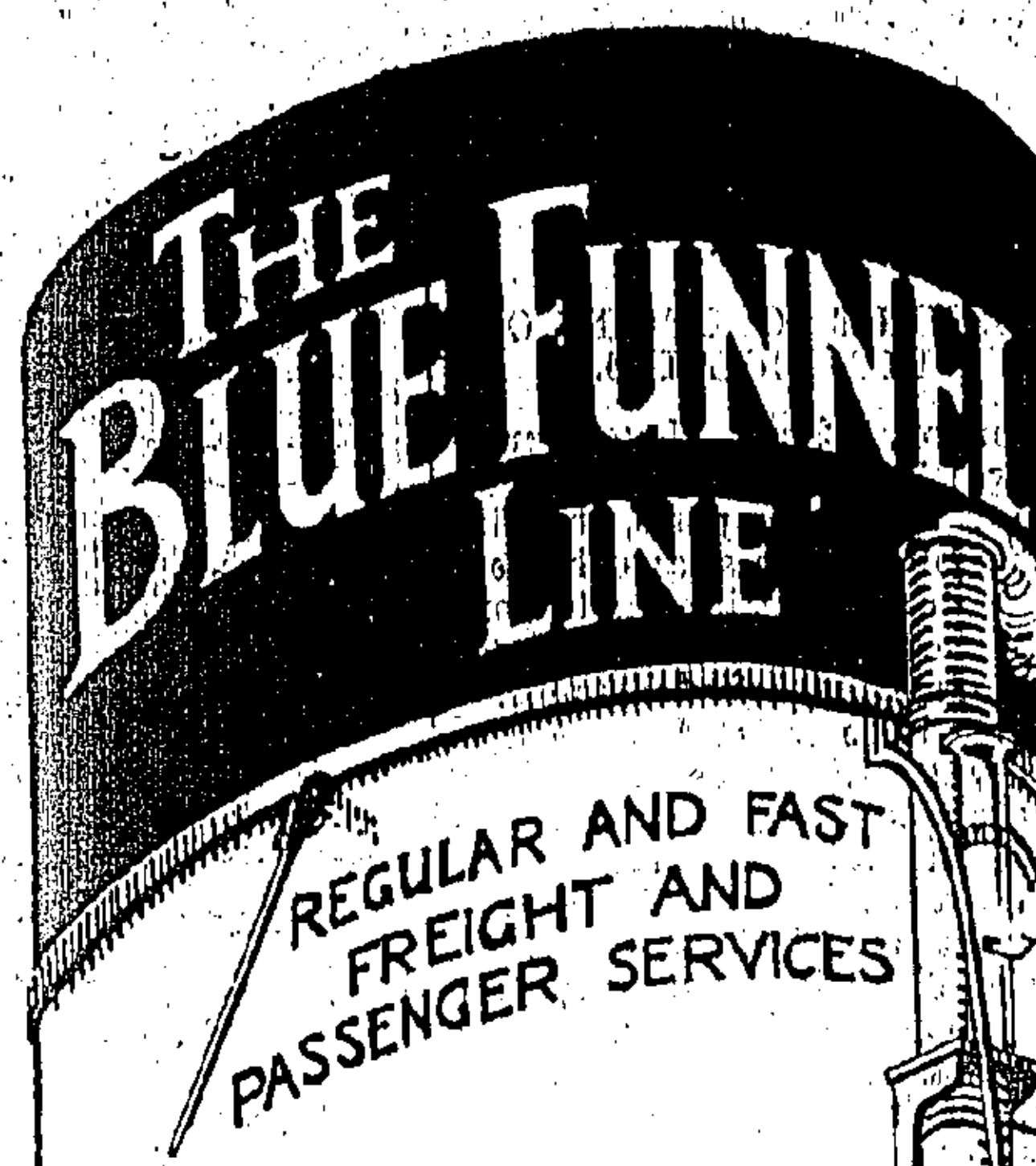


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Tjitaroom	Japan	24th Dec.	26th Dec.	Batavia
Tjitarang	Batavia	27th Dec.	29th Dec.	Shanghai
Tjikini	M'ksar	28th Dec.	30th Dec.	Japaf
Tjibobot	M'ksar	31st Dec.	2nd Jan.	Amoy & S'hai
Tjibodas	N. China	12th Jan.	15th Jan.	M'ksar & S'hai

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LONDON SERVICE

"TERESUS"	29th Dec.	London, Rotterdam & Hamburg.
"ANTENOR"	13th Jan.	Marseilles, London, R'dam & Glasgow.
"DABANUS"	26th Jan.	Marseilles, London, R'dam & Glasgow.
"EUMAEUS"	9th Feb.	Marseilles, London, R'dam & Glasgow.

LIVERPOOL SERVICE

"BELLEROPHON"	29th Jan.	Genoa, M'ksar, Liverpool & Glasgow.
"LAOMEDON"	1st Feb.	Genoa, Havre, Liverpool & Glasgow.
"MEMNON"	20th Feb.	Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

via KOBE & YOKOHAMA.	8th Jan.	Victoria, Vancouver & Seattle.
"PROTESILAEUS"	27th Jan.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"CYCLOPS"	7th Jan.	Boston, New York & B'more via Suez
"YANGTZE"	10th Jan.	Boston, New York & B'more via Suez

PASSENGER SERVICE

"ANTENOR"	13th Jan.	Singapore, Marseilles & London.
"BELLEROPHON"	2nd Mar.	Singapore, Marseilles & London.
"DABANUS"	7th April.	Singapore, Marseilles & London.
"PATROCLUS"	6th May.	Singapore, Marseilles & London.
"ANTENOR"	2nd June.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—
Butterfield & Swire.
Agents.

CORRESPONDENCE.

TO REPRESENT PORTUGAL

[To the Editor, Hongkong Telegraph.]

Sir,—I wish to draw the attention of the Hongkong Football Association, to the International Charity Cup game to be played on Boxing Day.

I am very glad that Portugal has been admitted to the International Charity Cup Competition this season, but in fairness to Portugal, I would like to see the team representing Portugal selected from members of the Portuguese community and not the first eleven of the Club de Recreio.

I notice that the teams representing other countries have been selected from players of different clubs.

There are quite a good number of Portuguese football players in

other teams, and why should Club de Recreio's first eleven be selected to represent Portugal, whereas others now playing in different teams, should not be given a trial to represent their country.

I would suggest that the team to represent Portugal, be selected from the best players amongst the Portuguese sporting clubs, Club de Recreio, Lusitano Recreation Club, Juvenile Club, and others now playing in the St. Joseph's team.

A selection committee of the above mentioned clubs, to be responsible for the team to represent their country, would, I am sure, be to the interest of Portugal.—Yours, etc.,

INTERESTED.
Hongkong, Dec. 18, 1925.

Whalers from the Arctic returning to Dundee report the death of Nanook, the famous Eskimo film star, who lived near one of the furthest north fur trading outposts.

CONSIGNEE NOTICES

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LD.

From New York via Manila.

Consignees per Cebu Steamer

"YANGTZE"

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on the after 19th December. Optional cargo will be loaded, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th December will be subject to rent.

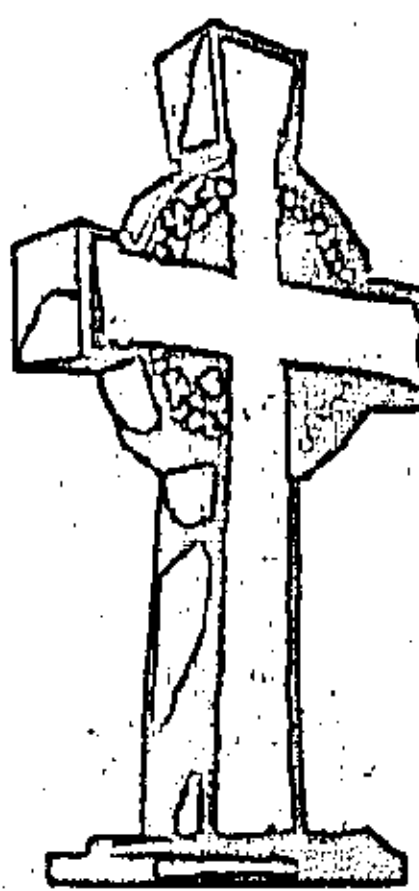
All Claims against the Steamer must be presented to the undersigned on or before the 11th Jan., 1926 or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.
Agents.

19th Dec., 1925.

MEMORIALS



Designs and Estimates
on request

C. E. WARREN & CO., Ltd.
CHINA BUILDING
(Facing Queen's Theatre)
Monumental Dept.—Showroom
98a, Wanchai Road.

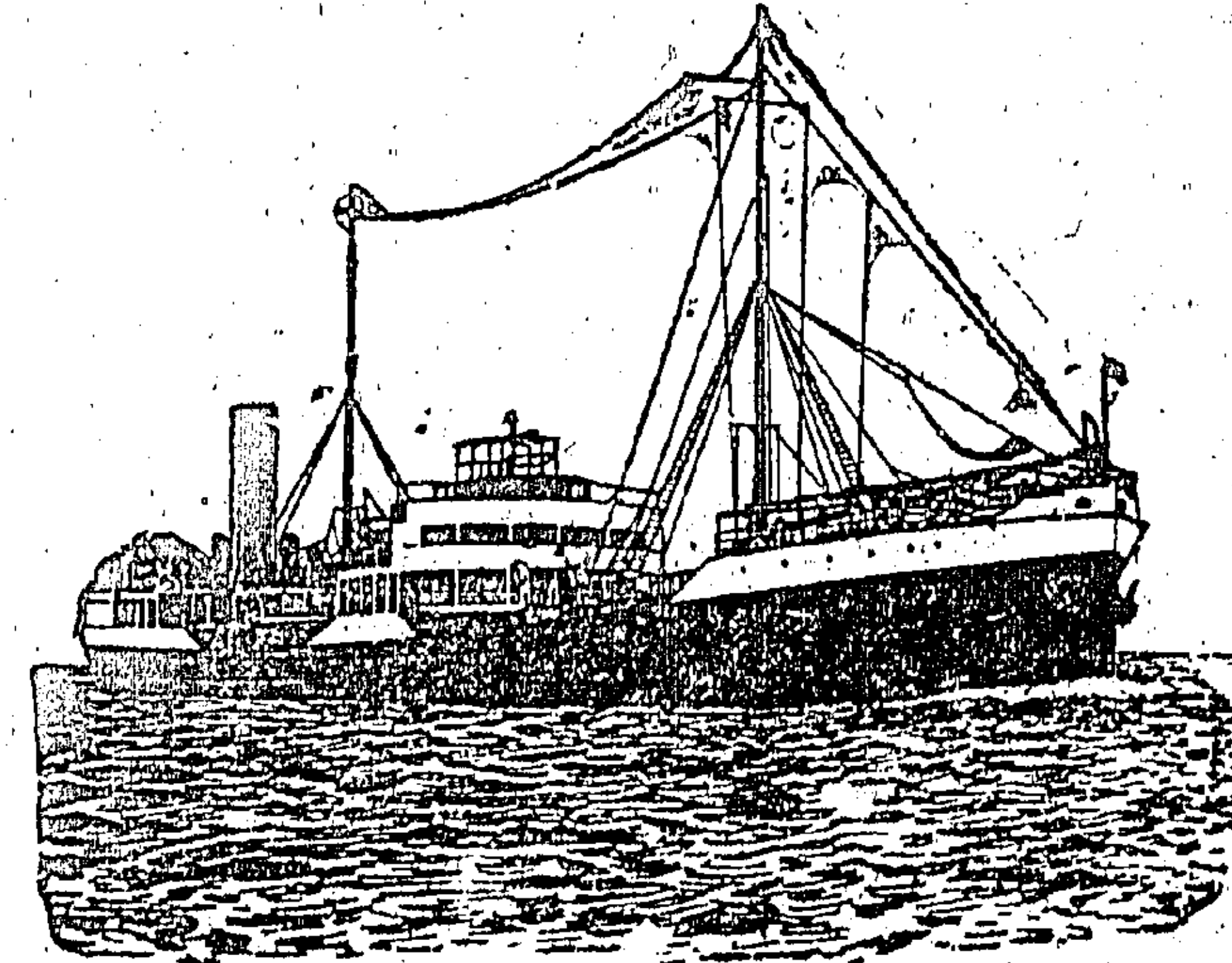
MASSAGE

Mr. N. AKAJI,
Mrs. E. AKAJI.

Graduate of Tokyo Massage School
No. 23, 2nd Floor, WYNDHAM ST.
HONGKONG. TEL. C. 4395

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins, Benson's Marconi,
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 63' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.
Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK
to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of a similar
vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:—
R. M. DYER, B. SO., M.I.N.A., Kowloon Dock, Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for S. Africa, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
*INSULAR & ORIENTAL PORTWRIGHTLY DIRECT ROYAL MAIL STEAMERS UNDER CONTRACT WITH H. M. GOVERNMENT.

S.S.	Tons	From Hongkong (about)	Destination
KASHGAR	9,005	26 Dec. noon	M's, L'don, Antwerp & Hull
MAEDONIA	1,108	9th Jan.	Marseilles & London
KHYBER	9,114	23rd Jan.	M's, London & Antwerp
DELTA	8,097	4th Feb.	S'pore, Pang, C'bo & B'bay
MALWA	10,941	6th Feb.	Marseilles & London
KARMALA	9,128	20th Feb.	M's, London & Antwerp
MANTIA	10,902	6th March	Marseilles & London
KASHAIR	8,965	13th March	M's, London & Antwerp
KHIVA	9,135	20th March	M's, L'don & Antwerp
MOBEA	10,918	3rd April	Marseilles & London
DEVANHA	8,155	17th April	M's, L'don & Antwerp
KABYAN	9,144	21st April	M's, L'don & Antwerp
MAEDONIA	11,089	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraea, Smyrna and other Levant Ports by the Red Sea & Suez Canal.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	4th Jan.	S'pore, Penang & Calcutta
TAKADA	6,949	15th Jan.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAPUA	4,000	6th Jan.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	3rd Feb.	Island, Townsville, B'bane.
TANDA	6,958	3rd March	S'pore and Melbourne

*Calls at Hilo & Kolombangara.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolombangara, Tawau, Timor, Darwin, or other ports en route as inducement offers. Frequent connections from Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	6,945	22nd Dec.	S'hai, Moji, Kobe & Osaka
SHOILIA	6,812	25th Dec.	S'hai, Moji & Kobe
KHYBER	9,114	26th Dec.	Shanghai, Moji & Kobe
HYNETIUS	4,606	2nd Jan.	Shanghai & Kobe
SANTHIA	4,500	7th Jan.	S'hai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

GLEN AND SHIRE. JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENISHEL	25th Dec.	GLENBEG	24th Dec.
PEMBROKESHIRE	10th Jan.	London, Rotterdam & H'burg.	
GLENIFFER	21st Jan.	CARNARVONSHIRE	25th Jan.
GENOIA	3rd Feb.	4' ton, Steam & H'burg via Oran.	
GLENAMOV	23rd Feb.	GLENISHEL	31st Jan.
		London, Rotterdam & H'burg.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD. THE GLEN LINE, LTD.

AGENTS

Telephone: Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Passage from Hongkong:

S.S. "CITY OF DURBAN"	via Suez Canal	17th Dec.
S.S. "CITY OF LINCOLN"	via Suez Canal	28th Dec.
S.S. "CYCLOPS"	via Suez Canal	7th Jan.
S.S. "YANGTSE"	via Suez Canal	19th Jan.

*Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG, HONGKONG & CANTON, JARDINE MATHESON & Co., Ltd., CANTON

**ASAHI BEER**

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG

**SAILINGS SUBJECT TO ALTERATION.**

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports
Through Bills of Lading issued to all Overland Common Ports in U.S.A. and Canada.

SHIDZUOKA MARU	Wednesday, 6th Jan at 11 a.m.
YOKOHAMA MARU	Thursday, 28th Jan.
MARSEILLES, LONDON & ANTWERP	via Singapore & Ports.
HARUNA MARU	Saturday, 19th Dec. at 11 a.m.
KAMO MARU	Saturday, 2nd Jan. at 11 a.m.
KATORI MARU	Saturday, 16th Jan.
HAMBURG via LONDON & ROTTERDAM & Ports.	
LIVERPOOL via ADEN & MARSEILLES, GLASGOW	
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 23rd Dec at 11 a.m.
AKI MARU	Wednesday, 20th Jan.
NEW YORK and/or BOSTON	At 11 a.m.
MALACCA MARU	Saturday, 26th Dec.
TATSUNO MARU	Sunday, 17th Jan.
BUENOS AIRES via Singapore, Durban & Cape Town	
KAWACHI MARU	Monday, 29th Dec.
BOMBAY via Singapore & Colombo.	
TOYOOKA MARU	Sunday, 27th Dec.
TOTTORI MARU	Sunday, 3rd Jan.
CALCUTTA via Singapore, Penang & Rangoon	
BENGAL MARU	Sunday, 20th Dec.
NAGASAKI, KOBE & YOKOHAMA	
MISHIMA MARU	Sunday, 10th Jan.
SHANGHAI, KOBE & YOKOHAMA	
MOJI MARU (Moji Direct)	Saturday, 19th Dec.
LIMA MARU	Saturday, 26th Dec.
KASHIMA MARU	Tuesday, 29th Dec.
HAKONE MARU	Tuesday, 12th Jan.

For further information apply to— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422.

S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via RURZ.

S.S. "CORBY CASTLE" ... Sails 30th Jan.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILING.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ESQUILINO"	... Sails about 9th Jan.
S.S. "VENEZIA"	... Sails about 9th Feb.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "VIMINALE"	... Sails about 31st Dec.
M.V. "ESQUILINO"	... Sails about 31st Jan.
S.S. "VENEZIA"	... Sails about 15th Mar.

NATAL LINE OF STEAMERS.

S.S. "UMSINGO"	... Sails from Calcutta 30th Dec.
Sails from Colombo 10th Jan.	
S.S. "UMVOLOSI"	... Sails from Calcutta 31st Jan.
Sails from Colombo 10th Feb.	

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.

Telephone: Central 1030.

Agents.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

LEGAZPI ... 15th Dec.

C. LOPEZ Y LOPEZ ... 8th Feb.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

LEGAZPI ... 26th Nov.

C. LOPEZ Y LOPEZ ... 17th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply.—

ROTELHO BROS.

Tel. 1231. Alexandra Building, Hongkong.

O. D. PARETTO, Ltd. 28, Central Avenue, Canton.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY, 20th December, the S.S. "KINSHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF DURBAN" via Suez Canal 17th December.
S.S. "CITY OF LINCOLN" ... 28th December.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Sailing from Hongkong.

M.V. "WEIRBANK" via Suez Canal 1st January.

AMERICAN & ORIENTAL LINE**UNITED KINGDOM & CONTINENT**

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF CAIRO" ... 29th December.

For Marseilles, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £83. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" ... 23rd November.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambano, Zanzibar, Mombassa, Kilindini, Fort Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.**S.S. "TAIPING"**

This Vessel will sail hence on her maiden voyage during the first half of January 1926 (date to be advised later)

FOR MANILA, PORT BANGA, ZAMBOANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANNIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Amoy and Foochow

(Occupying 9 to 10 days.)

Steamships Captain Leaving.
Hailing ... W. C. Passmore | TUES., 29th inst. at 3 p.m.
Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haihong" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M**SERVICES CONTRACTUELS**

Mail Steamers	Next Sailings from Marseilles	From Hongkong	Next Sailings from Hongkong
PAUL LECAT	20th Nov.	21st Dec.	5th Jan.
AMBOISE	20th Nov.	21st Dec.	18th Jan.
AMAZONE	20th Nov.	21st Dec.	3rd Feb.
FONTAINEBLEAU	4th Dec.	6th Jan.	16th Feb.
D'ARTAGNAN	8th Dec.	21st Jan.	

RATES UP PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £95.00 B. Class 1st Class £83.00
Steamers 2nd Class £68.00 Steamers 2nd Class £60.00

Through Tickets to London and Landing Towns of Europe. Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "CAPITAINE FAURE" from Dunkirk, L'don, Havre is due to arrive about 21st Dec.

For full particulars apply to

Phone: Central 740

Messageries Maritimes Co., 3 Queen's Building.

CONSIGNEE NOTICE.**THE NORWEGIAN AFRICA & AUSTRALIA LINE****NOTICE TO CONSIGNEES.**

M. S. "THALATTA"

The above steamer having arrived from Norway via ports on 16th inst. consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous, and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by 22nd December 1925 will be subject to rent all broken, chafed and damaged packages are to be left in the godown where they will be examined on 21st December 1925 at 10 a.m.

Claims against the vessel must be presented within 10 days of arrival, otherwise they will not be recognised.

No fire insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

THORESEN & CO., LTD.

Agents.

Hongkong 16th December, 1925.

THE DEN LINE STEAMERS. LIMITED.

From LETH, MIDDLESBRO' ANTWERP, LONDON AND STRAITS

The Steamship

"BENVRACKIE"

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 26th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before 9th Jan., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 26th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 12th Dec., 1925.

VERBENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ

(UNITED NETHERLANDS NAVIGATION COMPANY)

HOLLAND-OOST AZI

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS,
LIMITED.
In association with the Grand Hotel
Des Wagons Litts, Peking.

KOWLOON HOTEL

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.
Electric Lift and Telephone to each Floor.
Vels. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Central 373. Telegraphic Address "Victoria."

THE EUROPE HOTEL.

SINGAPORE.
FOR
COMFORT-FOOD-MUSIC-DANCING

Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore".
Telephone 2740.

ARTHUR E. ODELL
Managing Director.

SCOTTISH UNIVERSITIES.

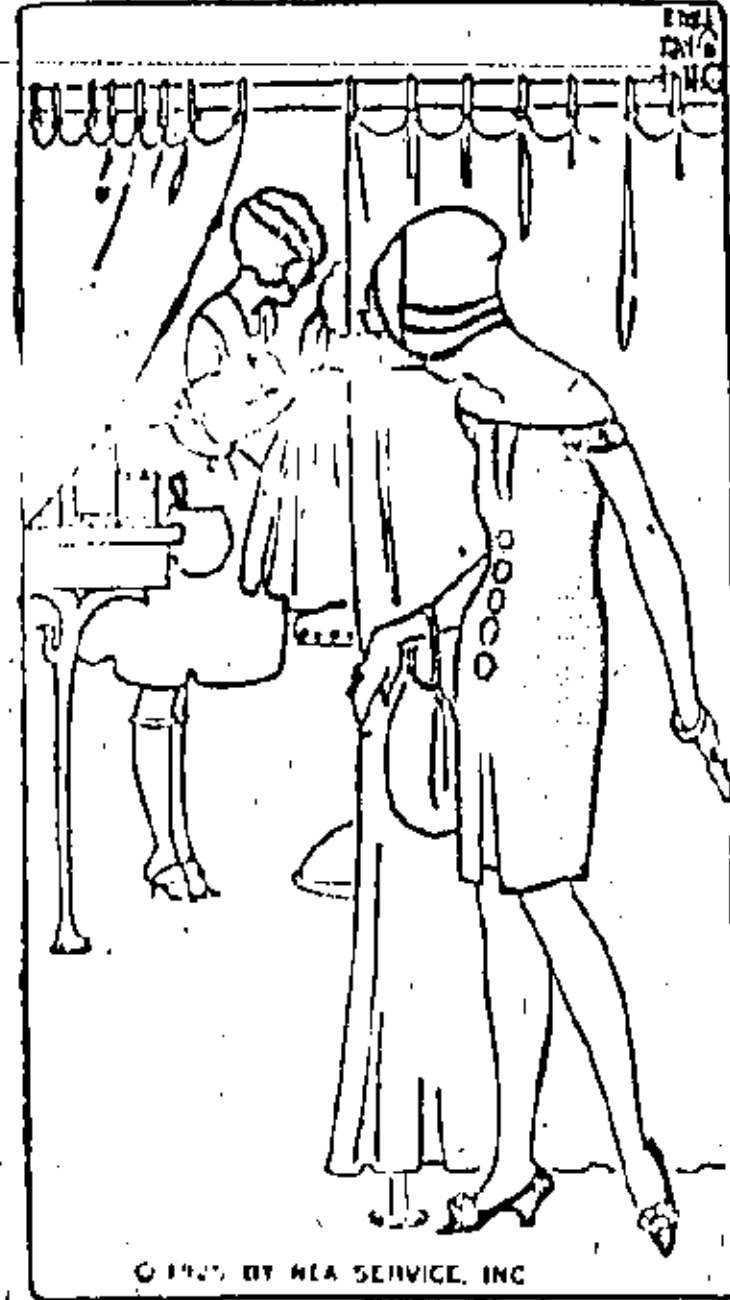
LATIN NO LONGER COMPULSORY.

The governing authorities of the Scottish Universities have decided that the most important change is that entrance to a Scottish University has ceased to be obtained by the mere passing of an examination in so many subjects. All normal applicants must have undergone an approved school curriculum, and must furnish proof that the course has been successfully undergone by showing passes in four subjects according to the scheme laid down. Thus the leaving certificate of the Scottish Education Department will now furnish the normal entrance certificate to a University.

It was explained by Mr. A. Gemmel, however, in his statement to the Glasgow University Council in explanation of the regulations, that not all leaving certificates would admit to the Universities, for the school leaving certificate must be wider than the university entrance certificate. The Board had therefore designed the kind of leaving certificate they would accept, which raised the question of compulsory subjects. In no one subject, however, would a pass now be absolutely compulsory. Compulsory Latin has, therefore, gone, but the minimum basis required of applicants will include passes in higher English and lower mathematics, after which the applicant may complete the whole group with or without Latin. The normal leaving certificate obtained with four passes, two or three being higher, would admit to the University.

With regard to a leaving certificate gained by an applicant which falls short of the Board's requirements in, say, one subject, powers are given in a special regulation to set up a preliminary examination of their own, and admit to the applicant who, owing to special circumstances, has been unable to comply with the normal regulation.

FLAPPER FANNY says



When a woman bleaches her hair she wants to keep it dark.

Miss C. M. Eyo has been entertained at dinner by her colleagues of Stoke Newington Borough Council on the completion of her year of office as Mayor. She was presented with an illuminated address, signed by all the members of the council, in recognition of the excellent way in which she had performed her municipal duties. In return, she thanked the council and said the year had been very pleasant and interesting. It appears also to have been sufficiently arduous. The Mayor has attended no fewer than 520 meetings.

For several years regular annual shipments of quantities of Douglas fir seeds have been made to the United Kingdom from British Columbia for reforestation purposes, and the success attained is said to be very gratifying. Now seeds of the famous spruce of this species in the world is on these islands. Hundreds of sacks of cones from Queen Charlotte are being received at the seed extraction plant at New Westminster for preparation for shipment to England.

FRANC IMPROVES.

INDUSTRIALISTS' SUGGESTION.

London, Dec. 18.
Francs closed at 127½, rallying from 133½ last night, being influenced by the French industrialists' suggestion to lend the Government ten milliards of Francs.—*Reuter*.

Paris, Dec. 18.
Various important groups of French industry, including silk and metal, adhere in principle to the plan of the Nord industrialists, who are chiefly concerned with textiles and are most vulnerable to fluctuations of the franc. The loan would be a purely voluntary effort launched especially in America, the proceeds to form a sinking fund for the amortisation of the public debt. It is thus hoped to avoid the necessity of the crushing new taxation proposed by various Finance Ministers and restore confidence in the future of French State finance. The plan has been generally favourably received.—*Reuter*.

The *Gazette* publishes a list of Public and General holidays for the coming year.

The principal change in local share quotations to-day is that Hongkong and Shanghai Banks have dropped from \$1,075 to \$1,020 sellers.

At the Bankruptcy Court this morning, Mr. J. T. Prior applied for a receiving order on behalf of the Tung Wo firm, against the Kwong Sang Cheong firm. It appeared that no member of either firm had attended, and it was mentioned that the application had been adjourned three times. In dismissing the application, the Chief Justice said it was very unsatisfactory continually to adjourn such cases.

DECLINING OIL.

HAS PEAK OF SUPPLY BEEN REACHED

The probability that the oil fields of the United States passed their ultimate peak of production in 1923 and have now entered upon their final phase of slow and gradual decline, is indicated in a special report to Mr. R. M. Callin, President of the Mining and Metallurgical Society of America.

The report was made by a committee of geologists and mining engineers, including A. C. Veatch, chairman, director of exploration, Sinclair Consolidated Oil Corporation; David White, senior geologist, U. S. Geological Survey; A. W. Ambrose, former chief petroleum technologist, U. S. Bureau of Mines; Roderic Crandall, consulting petroleum engineer; and W. B. Heroy, formerly of the Land Classification Board, U. S. Geological Survey.

"Production," says the report, "increased steadily from 1910 to 1923 but showed marked reversal in 1924. Record production of 1923 was due to the large number of big pools brought in. Probability is the 1923 figure will not be exceeded unless large undiscovered pools are brought to peak production in a single year."

"Chief factor in increasing production is rising prices which furnish incentive to exploration for new fields. This cannot continue indefinitely because the more petroleum produced, the less there is left to produce. As domestic reserves are depleted, importation must be relied upon."

"Cost of imported petroleum will in future probably be greater than that of present domestic production but as the recent tendency is for the cost of producing domestic oil to increase, it is clear that if consumption continues to increase at the rate established in recent years, the demand can be met only by higher prices."

"Consumption will continue to increase and the United States must look to oil from foreign sources for increasing amounts and then to the development of substitutes for natural oil products."

THE NORTHERN SITUATION.

JAPANESE SEIZE MUKDEN.

FORBID ENTRY OF ARMED TROOPS INTO CITY.

London, Dec. 18.
The *Daily Mail* publishes a dispatch from Tokyo stating that Japanese troops have taken possession of Mukden and have forbidden the entry of any armed force thence or any operations within six miles of the Japanese railway.—*Reuter*.

Russian Troops Moving.

Shanghai, Dec. 18.
Over 10,000 bandits at Jehol defeated General Feng Yu-hsiang's forces and occupied Shanhaikwan. The bandits have sent a representative to see General Li Ching-lin and ask for enrolment.

In the mutiny of the troops at Chinchow some Japanese residents were robbed. General Chang Tso-lin has, communicated with the Japanese Consul, agreeing to pay compensation.

Two battalions of Japanese troops have arrived at Mukden, and will be followed by more.

At a military conference at Moscow, it was decided that one battalion of artillery, one battalion of engineers, two combined companies of cavalry and combined company of infantry be sent to the Russian border to await further orders.—*Wah Kiu Yat Po*.

Trouble Expected in Shanghai.

Shanghai, Dec. 18.
Insistent propaganda advocating a general strike in protest against Japanese "intervention" in Manchuria is expected to lead to further industrial trouble. In Shanghai especially the cotton mill feeling has been exacerbated by the secret execution last night of one of the most prominent Chinese labour agitators, who was a leading member of the powerful General Labour Union.—*Reuter*.

GARRISON SCHOOL.

PARENTS' DAY IN INFANTS' DEPARTMENT.

On the conclusion of the Christmas term, a Parents' Day was held yesterday at the Garrison Schools, which was attended by Mrs. C. Clement, Bishop and Mrs. Duppy, Captain and Mrs. Barrett, Captain and Mrs. Charnock, Mrs. Hearne, Mrs. Paton, Captain Alister McInley and Mr. Lewis, and a large number of parents and friends of pupils.

Opening at 2.30 p.m., the first thirty minutes was given over to an exhibition of the pupils' handiwork. This was laid out on tables in the various classrooms, presided over by the respective teachers. Particularly interesting was the kindergarten work of the little ones, who, under the direction of two lady teachers recently out from home, had contrived a number of fanciful toys from matchboxes, corks and fragments of wool and raffia. The elder children contributed specimens of penmanship, colour drawing and more advanced raffa work, while the decoration of the rooms with paper chains and "cut-outs" was a credit to the ingenuity and craftsmanship of the youngsters.

Organised games were then played, showing that the physical needs of the pupils was no less catered for than the mental. This was followed by a concert which was thoroughly enjoyed by the little performers and their admiring elders.

Miss Betty Dorset, Miss Edith Stainer and Master Alec Strahan, were the principals in a sparkling little recital entitled "Baby is ill," in which they appeared as the mother, servant and doctor respectively.

A musical play entitled "A Peep into China," was also staged, with Gilbert Budden as Yen Yow, the Mandarin, the Misses G. Davies, J. Pitt, F. Stewart and J. Childs as wives, the Misses C. Sully, D. Tye, D. Davies and M. Vant as English girls, and the Misses B. Dorset, M. Charlesworth, S. Barrett, E. Stainer, and B. Ensor as Chinese girls. Master D. Jamnaway took the part of Li Chuang, A. Siraman

THE COAL CASE.

DEFENDANT PREPARED TO HAND OVER CONSIGNMENT.

At the Kowloon Magistracy yesterday afternoon, a Japanese coal merchant was charged on remand with obtaining the sum of \$9,000 under false pretences, it being alleged that the defendant was given the money on the understanding that the complainant was to be given the bill of lading for a quantity of coal which had been sent from Canton to Hongkong by the s.s. Tai Sho Maru.

Mr. J. M. Remedios prosecuted on behalf of the complainant and Mr. A. E. Hall represented the defendant. Mr. L. D. Turner watched the proceedings on behalf of Cheng Titi-yu, who is an interested party in the case.

Called to give evidence for the prosecution, Mr. Turner's client corroborated the testimony given by the complainant regarding the remittance of \$9,000 from Macao, and of the subsequent conversations between the defendant, the complainant, witness and others.

On the night of December 2, the complainant repaid the defendant on board the s.s. Tai Sho Maru the previous day, by inviting accused to dine at a Chinese restaurant. In the course of the meal the complainant asked the defendant to sign the agreement authorising complainant to act as the former's agent, but the defendant replied that he would do so the next day. It was arranged that they should meet at the Great Eastern Hotel, and whilst waiting for the defendant's arrival witness' tallyman arrived and informed the party that he had been refused delivery of the coal. It was then that the defendant was arrested.

Godown Keeper's Evidence.

Fu Chan-kai, godown keeper, said that towards the end of November he received instructions from the defendant to engage coolies to take delivery of a consignment of coal from the s.s. Tai Sho Maru. The coal was landed on November 30, witness denied that the complainant and others went to his godown on December 1, although several persons visited the premises during the course of the first few days of December. He could not recognise the complainant as being one of them. No coal was delivered unless he had orders from the defendant. There had never been any attempt by anyone to take delivery of coal from the godown.

Answering a question suggested by Mr. Turner, witness said that he had sold 480 tons of coal to the Yau-mai Ferry Co. during the last two days to defray the cost of conveying the consignment to the godown from the s.s. Tai Sho Maru. The coal was sold on the instructions of the defendant's wife, who had apparently been authorised to sell the coal by her husband.

His Worship (to the solicitors):

What's all the trouble about? Mr. Hall: We have the coal and were prepared to hand it over to the complainant on December 2, but they wanted to put my man in jail. I won't do it now unless they pay damages.

His Worship: You'll have to. Mr. Remedios: They refused to hand over the coal.

His Worship said that they would proceed, and after taking further evidence the case was adjourned.

THE MOSUL AWARD.

Constantinople, Dec. 18.

Pending a lead from Ankara, comment on the Mosul decision is not enlightening, though the League generally is criticised as a "servile tool of Britain." The *Djumhuriyet* remarks: "We shall save Mosul, as we saved Smyrna, Adana and Broussa."

The Council of Commissioners held a special meeting under the presidency of Mustafa Kemal. The only comment thereon is that the President and the Premier, Ismet Pasha, seemed to be in good humour on leaving the meeting.—*Reuter*.

that of Ping Pong and D. Heath that of Ching Chong.

A happy afternoon was brought to a close by the singing of Christmas carols, which included Good King Wenceslas and The First Noel.

Entertainments.

Round the Cinemas

QUEEN'S

2.30 5.15 7.15 and 9.30

LAST PERFORMANCES

OF

CAPTAIN BLOOD

STAR

5.30 and 9.15

THE CHRISTIAN

WORLD

5.15 and 9.15

IT IS THE LAW

WORLD TRADE.

ECONOMIC DEADLOCK IN U. S. PREDICTED.

Sir Josiah Stam, one of Great Britain's leading economic experts, sees an increasingly important part to be played in America in the restoration of world trade.

Sir Josiah touched upon the subject in an address to the Bradford Textile Society, saying Britain's world trade depended not merely on adjustments in Britain, but also on the circumstances of its customers. Among these customers the monetary position was dominant, for it involved constantly changing real costs, while stabilization and any measure of deflation would give them all a period of stringency and reaction in industry.

In this connection Sir Josiah discussed the question of how far British monetary adjustments could be assisted by American banking policy in relation to the level of gold prices. He had not lost hope that a change in gold values in the United States might do much to relieve Britain of industrial conflict, but he was not so sanguine on the subsequent stability of world prices.

Referring to the industrial problem created by reparation and international debt payments, Sir Josiah went on to argue that the success of Germany in making its payments depended largely upon the unknown factor of its ability to divert skill and capital from industrial production for domestic consumption into the export trades. He also said that the American policy of guiding the whole of this stream into other countries, if successful, would bring the United States in 30 years (under power of compound interest) to an economic deadlock.

This would be because of enormous possessions which could not be enjoyed without internal discomfort greater than would come from acquiescence in an import surplus at an earlier date.

SYNTHETIC GEMS.

ONLY THREE KINDS DETECTABLE.

The manufacture of synthetic jewelry is now so developed that only diamonds, emeralds and pearls can be considered safe from perfect imitation.

German jewellers in their national convention issued this warning, which amounts to a cry of helplessness:

"Synthetic stones can hardly be distinguished from genuine ones."

Dr. Adolph Miethe, professor in the Charlottenburg Technical High School, went further and stated that it was no longer possible to distinguish between genuine or fake stones of any except those three varieties.

Professor Miethe, who made the sensational announcement recently that he had produced synthetic gold, is the discoverer of synthetic jewels.

"It has gone so far now," he said, "that if you find a defective ruby you can be sure it is genuine. Synthetic stones are not defective. Our work is so advanced that we make yellow sapphires of apical alexandrite."

"Of course, it is bound to have an effect on the jewel market, as the cost of synthetic stones on an average is half that of genuine stones."

A young Vienna scientist has discovered the score of a Mass composed by Carl Maria von Weber, which was believed to have been lost. The Mass was composed by him in his early period in 1799 at Munich, and in 1802 he dedicated it to the Prince Archbishop of Salzburg, where Weber had lived for five years and was taught music by Michael Haydn, a brother of Josef Haydn. He called it "Missa Solemnis" and wrote it for four voices, large orchestra, and organ. Each movement has a special theme of its own, a method dropped by Weber later on.